

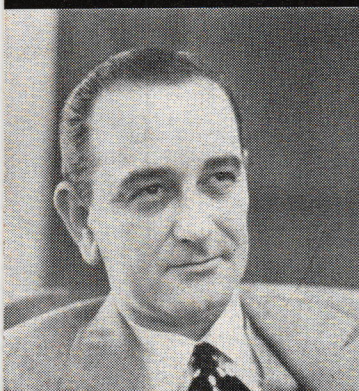
THE INTERNATIONAL **Teamster**

DEDICATED TO SERVICE

JANUARY - FEBRUARY 1957



New Congress Tackles Foreign, Domestic Problems



LYNDON B. JOHNSON
Senate Majority Leader



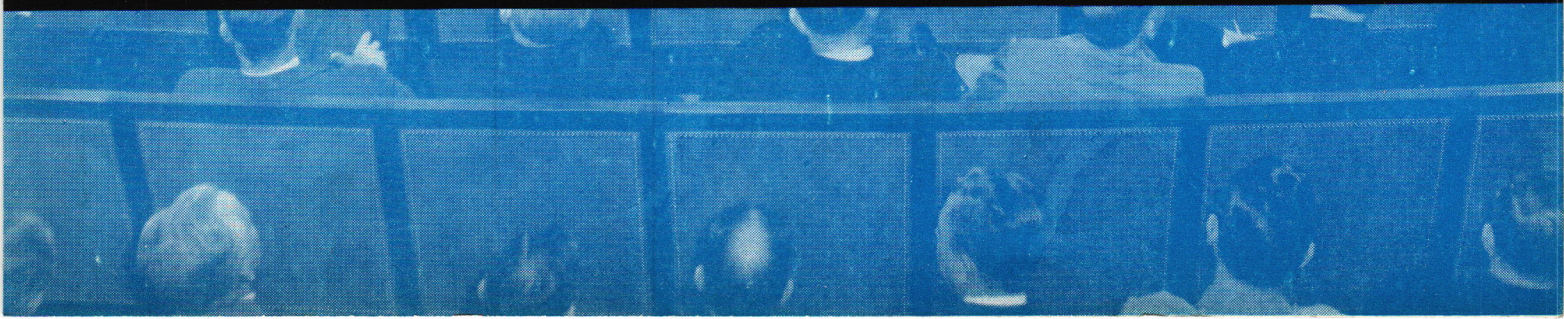
WILLIAM F. KNOWLAND
Senate Minority Leader



JOHN W. McCORMACK
House Majority Leader



JOSEPH W. MARTIN, JR.
House Minority Leader



TEAMSTERS SALUTE

ALABAMA

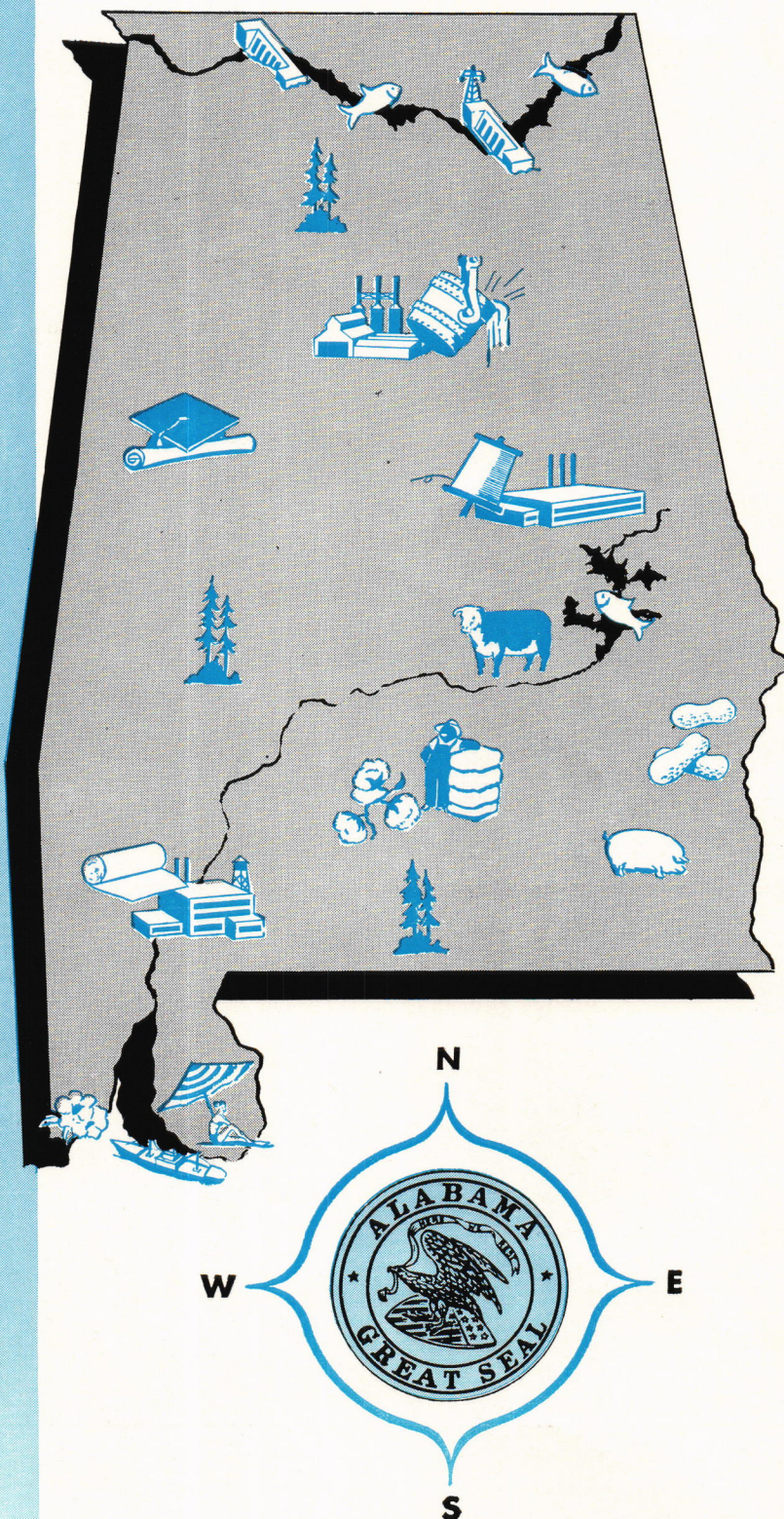
TRADITIONALLY a land of moonlight, roses, mint juleps and southern gentility, Alabama is emerging as an industrial colossus of the South. Seven hundred and fifty million dollars in new and expanded industry has settled there. Steel mills and coal mines are new neighbors in the misnamed "Cotton State" (it ranks fifth).

This 22nd state to be admitted has its name from an Indian tribe; was explored by the Spanish in 1528. The area lived under five flags: Spanish, French, British, Confederate and U. S. Because of the Indian beginnings, virtually all natural features' names end in "-bigbee, -hoochie, -coosa or -poosa." The 51,609-square-mile state (28th in rank) was peopled by 3,610,743 citizens in 1950 (17th in rank). Of those, 4,547 were Teamster members whose employment moves goods and services over the state's excellent highways. In the 12 months before August of this year, Alabama put \$80 million in highway construction under way, started spending a \$50 million bond issue for road improvement and has begun a \$25 million federal dollar-for-dollar highway improvement project. All this in addition to the normal highway program to increase and improve 16,500 miles of paved highways.

Much of the state's commerce moves on these highways. The Alabama pulpwood industry is first in the South and fourth in the nation. Other industries in addition to coal and steel are light manufactures, textiles, and, of course, much agriculture.

During the War Between the States, Alabama was a Confederate leader; the organization was completed at Montgomery February 4, 1861.

"The Yellowhammer State," nicknamed after a type of bird common in the area, has beautiful vistas; the beaches, Bellingrath Gardens in Mobile, and wonderful hunting and fishing. It is fast becoming a popular winter vacation spot. The lakes of the TVA contribute to recreation as well as the more material welfare of the citizens of this progressive state of "The New South" which THE TEAMSTER salutes this month.



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THE INTERNATIONAL Teamster



DAVE BECK

Editor

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POSTMASTERS—ATTENTION: Change of address cards on Form 3579P should be sent to the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, Mailing List Department, 810 Rhode Island Avenue, N. E., Washington 18, D. C. Published monthly at 810 Rhode Island Avenue, N. E., Washington 18, D. C., by the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, and entered as second class matter at the post office at Washington, D. C., under the Act of March 3, 1879. Accepted for mailing at special rates of postage provided for in Section 1108, Act of October 2, 1917. Authorized July 9, 1918. Printed in U.S.A. Subscription rates: Per annum, \$2.50; Single Copies, 25 cents. (All orders payable in advance.)



Letter from General President **DAVE BECK**

The ITF's Expanding World Program

TRADER unions are playing an increasingly important role in international affairs. The kinship which the working people of the world have toward each other brings them in close relationship with regard to the great fundamentals of life—sufficient food, adequate shelter and other basic necessities of life.

Unions can do their best work through channels which are outside the generally accepted governmental or official procedures. American trade unions for many years have enjoyed the friendship and the warm cooperation of unions in many parts of the world. This has developed through exchanges of fraternal delegates at conventions and through participation in international trade union secretariat type of organizations.

The International Brotherhood of Teamsters has been glad to lend its cooperation and support to many of our free trade union movements designed to aid the working people of other countries. We are members of the International Confederation of Free Trade Unions and we attend their biennial congresses. We are likewise members of the International Transportworkers' Federation.

This organization has especial importance to the Teamsters since it is composed of working people in the transportation industries of the participating nations. Included in the ITF are members of unions who are employed on railroads, in highway transport, on inland waterways, on the docks, in commercial fishing and in civil aviation.

Transportation is an increasingly important phase of modern life. Adequate transportation is basic to the successful functioning of any economy. As world trade becomes more important and the interdependence of nations more pronounced the function of transportation becomes of primary concern to every nation.

That transport is important is proved by the fact that when a subversive force seeks to disrupt a nation, it first strikes at the transportation functions and facilities. It is no accident that the Communists seek to subvert, disrupt and destroy transportation of a country it wishes to conquer. It is likewise no accident that the transportation workers of the world are among freedom's most devoted fighters—they have to be.

It is heartening indeed for the transportation workers through their official international organization, the ITF, to work toward a great two-fold

objective: toward bringing more closely together those now in the organization and secondly, to bring help and guidance to the developing nations of the world where unionization has not found deep roots as yet.

The ITF faces great challenges in the days ahead. These are times in which we have great opportunities to put into practice the basic tenets of trade unionism. Teamsters can promise that the ITF can count on them for a full and continuing measure of support in these great tasks which lie ahead.

Eyes on the State House

Most of the legislative attention these days is being focussed on Washington, D. C., where Congress recently opened the first session of the 85th Congress. Washington is a world forum and is under the spotlight of all news media. Anything that happens in that city is promptly and thoroughly reported.

It is important that the people of the nation know what is going on in Washington regarding legislation and administration. I would not for one minute suggest that any less reporting job be done regarding the nation's capital. Eternal vigilance at every level is the heritage and the duty of a free people.

While we are thinking about legislation, we would do well indeed to take a look at the state situations—what is happening in the statehouses of the nation?

Organized labor has particular reason for noting activities at the state level. Ten years ago this year Congress passed Taft-Hartley and there followed in the states several "little Taft-Hartleys." These were better known as right to wreck bills, improperly called "right-to-work" measures. There are now on the books in 17 states such laws. Efforts will be made to get them on the statutes of other states.

The International Teamster reported on efforts last fall to enact such laws. In the state of Washington they failed but in Nevada where such a law is on the books, efforts to get it removed were in vain.

We should remember the right-to-work boys never sleep. There are powerful interests—interests which swing considerable weight in the states—striving to get right-to-work legislation passed. The very fact that 42 of 48 states are in session through their legislatures should be a signal for a trade union alert, an alert in every single state of the nation.

But right-to-work legislation is not the only front on which labor will be attacked. Other measures are designed to harm labor, both as trade unions and as members of the great American family of consumers. In one respect the efforts can be particularly vicious from a financial and pocket-book point of view. I refer to efforts to get sales taxes passed.

Every union leader in the country at every level should be aware of the sales tax drive—a drive, incidentally, which has proved highly successful in the last few years. This drive has resulted in laws on the books which last year resulted in collection of 58 per cent of the state tax from sales tax levies.

The argument for a sales tax always sounds plausible and even con-

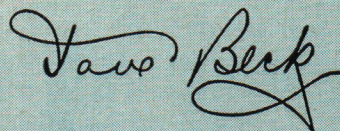
vincing to many until you stop and look at the figures. Such a tax is billed as a "harmless" tax and "one that won't hurt you." Was there ever a tax that "won't hurt you" no matter how it is dressed up?

The fact is the sales tax is a vicious form of levy which hurts those most who can bear it least. According to studies on the sales tax, it has been shown that the lower income families are hurt, percentagewise, the most severely by the sales tax. A family under \$2,000 a year will pay 5.7 per cent of its income in sales taxes; a family making \$3,000 to \$5,000 will pay 4.6 per cent; a family making \$7,500 to \$10,000 will pay only 3.8 per cent while those families in the \$10,000 and over bracket pay only 2.2 per cent.

That is the sales tax story. The income tax story which is based on ability to pay is just the reverse. A \$2,000 family will pay 3.1 per cent in income taxes; a \$4,000 to \$5,000 family will pay 8.4 per cent; a \$7,500 to \$10,000 family will pay 14.2 per cent and as the income goes up the income tax is graduated steeply upward.

I have mentioned only two items—sales taxes and right-to-work bills. These are only two facets of the attack against labor in the states. I would most earnestly suggest that our people make a special effort to keep an eye on the legislatures. They will all bear watching—and the kind of job we do at the state, as well as the national level, will determine the kind of laws which are passed, or not passed in the 1957 sessions.

Fraternally,



HOTEL UNION WINS MIAMI BEACH VICTORY

A NEW era in labor relations in Miami Beach, Fla., was ushered in on January 5 when the Hotel & Restaurant Employees & Bartenders Union signed a recognition agreement with the Miami Beach Hotel Association.

The agreement, signed in the city council chamber by Union President Ed S. Miller, Local 255 Representative Albert Berlin and J. C. Brown, general counsel for the union, and by Saul Cohen for the hotelmen, is effective for ten years. Following the recognition agreement a series of individual pacts are being signed.

Signature to the epochal agreement marked a major breakthrough in what had hitherto been almost an impregnable wall of resistance to

unionization of the plush beach hotel industry. The union had spent more than \$2 million in supporting the 19-month-old strike.

The pact signing was followed on January 7 by a big rally of hotel union and other union members in Miami by way of a "victory celebration."

To this rally General President Dave Beck sent a special letter:

"The International Brotherhood of Teamsters, its officers and members are most gratified on the successful conclusion of the 'Battle of the Beach.' To the thousands of hotel workers who now are afforded the opportunity of collective bargaining, let me add that your struggle for a better standard of living and

greater job security is just beginning.

"The difference is going to be that now you don't have to fight alone. Your associates in the Hotel and Restaurant and Bartenders International Union will help and assist you and I pledge you the continued support of the Teamsters.

"You cannot lose if you work together, exercise good judgment with firm determination and realize that all your aims and desires cannot possibly be achieved overnight. By your conduct establish yourselves in the community so that you will be respected and accepted. Appreciate the fact that your employer must learn to live a new way of life in dealing with his employees.

"We are glad to see you organized—glad for your sake as hotel workers—and doubly glad that by your strength you will be able to assist thousands of others who need the benefit of organization."

Many Key Committee Chairmanships Remain Unchanged under Thin Democratic Control of Congress

LAWMAKERS FACING HEAVY WORK LOAD

COMMITTEE chairmanships will be the keys to much that will be done in Congress in the session which opened last month. One of the most important items of business in the first week of the new session was the announcement of committee personnel. The announcement for the Democrats was made by Senator Lyndon B. Johnson (Tex.), majority leader, and for the Republicans by Senator William Knowland (Calif.), minority leader.

Labor generally is interested in the work of many committees and the interest of Teamsters is, of course, concurrent with that of the rest of the labor movement. The work of some committees, however, bears a special relationship to the welfare of our membership or to certain segments of it.

Majority control of the committees means that the party which has a majority in the respective house elects the chairman, the most powerful single member of each of the various groups. The chairmen of the Senate committee are relatively unchanged. Those familiar with the attitude of the committees chairmen in the past session will be familiar with what may be expected from the 85th Congress.

In the Senate six of the ten committees are headed by Southerners: Agriculture & Forestry by Allen J. Ellender, La.; Armed Services by Richard B. Russell, Ga.; Banking & Currency by J. W. Fulbright, Ark.; Finance by Harry F. Byrd, Va.; Judiciary by James O. Eastland, Miss., and Labor & Public Welfare by Lister Hill, Ala.

Other major committees in which Teamsters have a special interest are Appropriations headed by Carl Hayden, Ariz.; Foreign Relations by Theodore Green, R. I.; Interstate & Foreign Commerce by Warren Magnuson, Wash., and Public Works by Dennis Chavez, N. Mex.

NARROW MARGIN

The balance of power in the Senate is so thin that a switch of a vote or two can upset the control and result in passing the majority of the committee control from the Democrats to the Republicans. This would mean that the chairmanships would change and that new Republicans would be added to most committees and Democrats would be dropped.

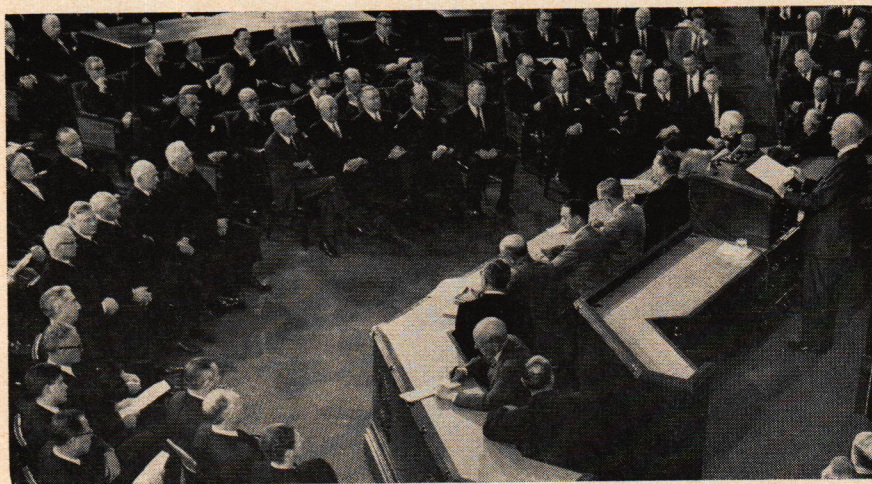
The ranking Republicans, therefore, are members worthy of special attention since they would be the new chairmen. Three of the Repub-

licans, incidentally, are ranking members of at least two committees and in any upset these members would have to elect which committee chairmanship they would choose. Senator Styles Bridges, N. H., is ranking minority member on the Appropriations and the Armed Services Committees; Senator Alexander Wiley, Wis., outranks all other Republicans on the Judiciary and Foreign Relations Committees. Senator Edward Martin, Pa., is ranking minority member on the Finance and the Public Works Committees.

Other top ranking Republicans and their committees include: Agriculture & Forestry, George D. Aiken, Vt.; Banking & Currency, Homer Capehart, Ind.; Interstate & Foreign Commerce, John W. Bricker, Ohio; and Labor & Public Welfare, H. Alexander Smith, N. J.

The Senate has several new members and their committee assignments are significant in view of the jurisdiction of bills coming under the jurisdiction of these key groups.

The Democrats made major committee assignments of new members as follows: Senator Herman Talmadge, Ga., to Agriculture & Forestry; Senators Frank Lausche, Ohio, and Joseph Clark, Pa., to Banking & Currency with Lausche also drawing another major committee, Interstate & Foreign Commerce. Senators John Carroll, Colo., and Frank Church, Idaho, both from the West and both interested in interior affairs were placed on the Committee on



President Dwight D. Eisenhower addresses a joint session of Congress in presenting his annual State of the Union message. Seated on the front row, left, may be seen justices of the United States Supreme Court.

KEY SENATE COMMITTEES

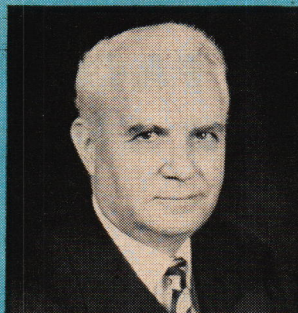
Chairmen (Democrats)

Ranking Republicans

INTERSTATE AND FOREIGN COMMERCE



Warren Magnuson (Wash.)

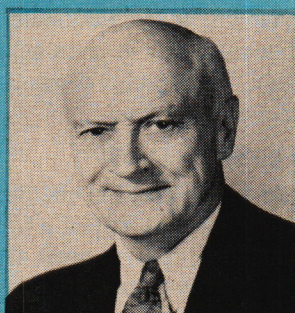


John W. Bricker (Ohio)

LABOR AND PUBLIC WELFARE



Lister Hill (Ala.)



H. Alexander Smith (N. J.)

BANKING AND CURRENCY



J. William Fulbright (Ark.)

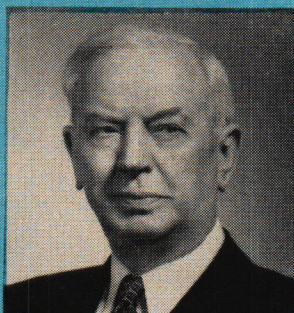


Homer Capehart (Ind.)

PUBLIC WORKS



Dennis Chavez (N. M.)



Edward Martin (Pa.)

Interior & Insular Affairs. Carroll is also a member of the powerful Public Works Committee.

Among the newcomers among the Republicans is Senator John S. Cooper, Ky., who had served in the Senate before his recently elected term began and was placed on Labor & Public Welfare. This is the only major committee assignment for the new G.O.P. members. Other committees on which the new members serve are not regarded as groups in front rank importance as compared with those which have major influence over party policy and national legislation.

The appointment of Cooper to the Labor & Public Welfare Committee was welcomed as was the assignment of Senator Wayne Morse, Dem., to that body. Morse began his new term as a Democrat. Hitherto he had been elected as a Republican and turned to the Democrats and thereby got lost in the shuffle of committee seniority.

There is likely to be a greater turnover in the House of Representatives than in the Senate since members of the former are elected every two years. For the most part the chairmanships and the ranking minority membership positions remain the same as they were in the last session.

Here are the major committees in the House together with the chairmanships (Democratic) and the ranking minority members (Republican):

—Agriculture: Harold D. Cooley, N. C., chairman; August H. Andresen, Minn.;

—Appropriations: Clarence Cannon, Mo., chairman; John Taber, N. Y.;

—Armed Services: Carl Vinson, Ga., chairman; Leslie C. Arends, Ill.;

—Banking & Currency: Brent Spence, Ky., chairman; Henry O. Talle, Iowa;

—Education & Labor: Graham A. Barden, N. C., chairman; Samuel K. McConnell, Jr., Pa.;

—Foreign Affairs: Thomas S. Gordon, Ill., chairman; Robert B. Chipperfield, Ill.;

—Interior & Insular Affairs: Clair Engle, Calif., chairman; A. L. Miller, Nebr.;

—Judiciary: Emanuel Celler, N. Y., chairman; Kenneth B. Keating, N. Y.;

—Merchant Marine & Fisheries: Herbert C. Bonner, N. C., chairman; Thor C. Tollefson, Wash.;

—Interstate & Foreign Commerce: Oren Harris, Ark., chairman; Charles A. Wolverton, N. J.;

—Public Works: Charles A. Buckley, N. Y., chairman; J. Harry McGregor, Ohio;

—Ways & Means: Jere Cooper, Tenn., chairman; Daniel A. Reed, N. Y.

The work of these committees of the Senate and House is just beginning. By late January 813 bills had been introduced into the Senate and 3591 into the House. Many of these represented private measures and others special types of legislation being sponsored by the members in the two houses. Major legislation from the Administration was yet to come.

The principal effort by the Administration was being directed at approval of the Eisenhower Doctrine for a new Middle East policy governing both military protection and economic aid.

Yet to come were such major items as school construction aid; revision of labor measures (Taft-Hartley, wage and hour, minimum wage, etc.); defense budget; general foreign aid and the various appropriations bills.

As the session developed, the Administration was beginning to present its program with the Middle East doctrine address by President Dwight D. Eisenhower as the first major phase. This was followed by the annual State of the Union address and the \$72-billion budget message.

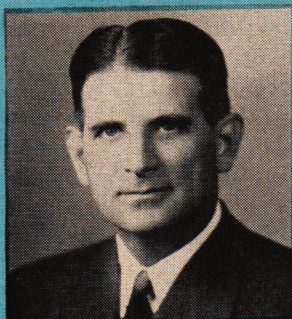
The AFL-CIO announced the appointment of a former congressman, Andrew J. Biemiller of Wisconsin, as its director of legislation. Biemiller said that his department would not make any announcements of program plans on legislative activities until the general plans of both the Administration and the majority party (Democratic) in Congress had emerged and would thereby give labor an opportunity to see the position taken by leadership on Capitol Hill.

KEY HOUSE COMMITTEES

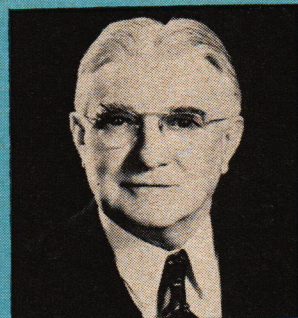
Chairmen (Democrats)

Ranking Republicans

INTERSTATE AND FOREIGN COMMERCE



Oren Harris (Ark.)

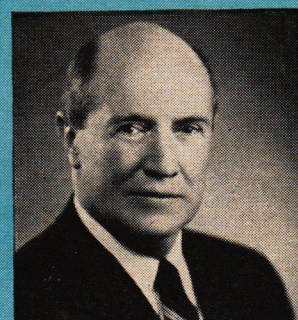


Charles A. Wolverton (N. J.)

EDUCATION AND LABOR

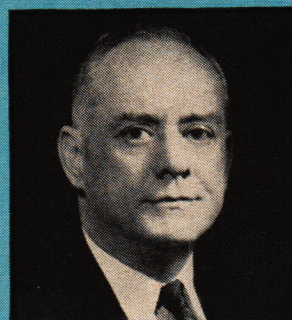


Graham A. Barden (N. C.)

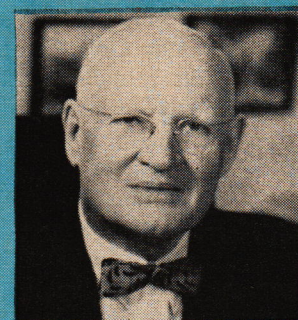


Samuel K. McConnell, Jr. (Pa.)

WAYS AND MEANS



Jere Cooper (Tenn.)



Daniel A. Reed (N. Y.)

PUBLIC WORKS



Charles A. Buckley (N. Y.)



J. Harry McGregor (Ohio)

MR. CHURCH GOES TO WASHINGTON

FRANK CHURCH, youngest member of the United States Senate was born 32 years ago—July 25, 1924. The year 1924 seems like only yesterday to some and like ancient history to others.

On June 12 of that year the Republicans had nominated Calvin Coolidge for reelection to the Presidency and used the slogan "Keep Cool with Coolidge." The Democrats had wound up a 103-ballot slugfest in New York City and named John W. Davis, Wall Street lawyer, and Charles W. Bryan, Nebraska, as their standard bearers. And that was also the year that the late great Robert M. LaFollette, Sr., broke from party ranks and joined with Senator Burton K. Wheeler of Montana to form the Progressive ticket.

The year 1924 was the period in which the Ford car had dropped to its lowest price—\$290. But that was without a self-starter. People were whistling "Yes, Sir, That's My Baby," "Rose Marie" and "Sweet Georgia Brown." Bobby Jones won the National Amateur Golf Championship and a picture called "The Ten Commandments" was picked as one of the year's ten best movies.

The year 1956 saw some changes—"The Ten Commandments" as a film in a new edition was going big. Bobby Jones had made an exit and another famous golfer was garnering more front page publicity. And Ford cars were considerably more than \$290 each—with self-starter. And Senator Church came to Washington.

In this between-wars period Frank Church grew up in the West, living the life of a typical youngster of the era including the period of watching his family go through the period of boom and depression—as millions of other young people were doing.

On Pearl Harbor Day, December 7, 1942, one year after the day of infamy, young Church enlisted in the U. S. Army. He served in the

ranks 18 months and won his commission on his 20th birthday. He saw service as an intelligence officer in India, China and Burma.

Following military service the Idahoan came back and resumed his education which included college work with a bachelor's degree from Leland Stanford University, Palo Alto, Calif. He studied for a while at Harvard Law School, but elected to return West and get his law degree from Stanford.



FRANK CHURCH

Among the activities in high school and college which intrigued Church was public speaking. He was quite an orator. He won the American Legion national oratorical contest in high school before he enlisted into the Army and addressed the War Congress of American Industry in New York City. Four years later he won the 53rd annual Joffe debate and was awarded the Medaille Joffe in San Francisco.

As a practicing attorney in Boise Church has taken part in various civic, public and fraternal service enterprises. He served two terms as department judge advocate of the American Legion for Idaho and took an active part in the Elks and the Junior Chamber of Commerce. During 1954 and 1955 he was state chairman for the Crusade for Freedom and was one of 60 Americans

invited to the fifth anniversary of the presentation of the Freedom Bell to West Berlin by Americans.

Politics has claimed considerable attention also and the victory which brought him to the Senate is his first elective office—like taking a run toward the ladder of success and landing near the top in the first try. He was state keynoter for the Democrats in 1952 and state chairman of the Young Democrats 1952-54. In all of these jobs he was given free rein to display his considerable oratorical talents to the voters.

When the time for a new Senator to be elected came along, Church's friends decided he was their man and so his hat was tossed into the ring. There were five candidates trying to get the Democratic nomination. This was a popular prize since all the candidates thought they could defeat the incumbent, Herman Welker, Republican. Church and a former Senator, Glen Taylor, fought it out down to the wire with Church winning by some 200 votes out of 75,000.

Taylor, it will be recalled, strayed from the Democratic fold to team up with Henry Wallace as candidate of the leftish Progressives of 1948. Although thousands could not forgive Taylor, he was a formidable campaigner. While he was not an orator, he strummed a mean guitar. He was a Western, hillbilly and folk song specialist and a great many of the voters liked that sort of thing—but not quite enough, by 200 or so votes.

When the campaign came along Church covered the state. His supporters say that his speaking ability plus his effective television appearances were among the chief reasons for his decisive victory. And it was decisive, for he defeated Welker by 46,315 votes.

Senator Church and his office staff are getting a little weary of the old jokes about his looking young enough to be a Senate page. In fact he was taken for one by a Washington dowager who remarked to him as he was talking to some page boys that she had heard that that new Senator from Idaho looked young enough to be a page.

By keeping away from the blue

(Continued on page 25)

General President Beck Attends Meeting of Executive Committee Of Six-Million-Member Body

ITF STEPS UP AID TO WORLD'S UNIONS

(See also General President's letter, page 2)

A stepped-up program of assistance to the trade union efforts in the developing countries of the world, with special emphasis on transport workers, is being undertaken by the International Transportworkers' Federation. This new program is being accelerated by the 6,000,000-member world organization as the result of implementing action by the ITF Executive Committee in London last month.

The ITF has 165 affiliated organizations in 55 countries and includes seven industrial sections: railwaymen, road transport workers, inland waterway workers, dockers, seafarers, fishermen and civil aviation workers.

One of the major steps taken by the ITF in January was formal action enlarging the Executive Committee by four members in order to give additional representation to North America, Latin America, Asia and Africa. This action had been authorized by convention action at the Vienna congress held last July.

Three of the four newly authorized members of the committee were appointed. The appointment of the member from Africa was postponed until Omer Becu, general secretary of the ITF, makes further studies in the area of the problem of African transport trade union organization.

General President Dave Beck was appointed to the Executive Commit-

tee as a member from North America. Already on the committee from this continent is A. E. Lyon, executive secretary of the Railway Labor Executives Association. Mr. Beck was notified of his appointment in London and was invited to sit in the sessions of the Executive Committee. He will continue as a participant in the sessions during his tenure as a member of that body.

In an effort to give wide representation to the developing areas of the world the ITF named to its Execu-

tive Committee J. D. Randeri of India and Syndulpho de Azevedo Pequeno of Brazil.

These two appointees are outstanding leaders in their countries and on their continents. Mr. Randeri is general secretary of the Maritime Union of India. This organization represents masters, navigators, engineers and radio officers of the merchant marine. In addition to his activities in the maritime industry, Mr. Randeri is known generally as an able and forthright trade union leader in India.

Mr. Pequeno is president of the Brazilian Federation of Land Transport Workers. This federation includes in its membership railway and road and passenger transport workers. Mr. Pequeno is not only well known in South America but he serves as a member of the governing body of the International Labor Organization.

Appointment of the new members and the implementation of the program for developing authorized by the Vienna congress was one of the highlights of the January committee session. The next session of the Executive Committee will be held in June, 1957.

The committee is the chief governing body of the ITF (along with the larger body, the Executive Council) between congresses which are held every two years. The next congress



AT ITF SESSION—General President Dave Beck (center) is shown sitting in at his first meeting of the International Transportworkers' Federation Executive Committee to which he was elected last month. At his right is Tom Yates of the British Seamen and at his left is the other North American union representative, A. E. Lyon, executive secretary, Railway Labor Executives' Association, Washington, D. C.



ITF EXECUTIVE COMMITTEE is in session in London. Shown above are members of the ITF Executive Committee at a quarterly session at the headquarters of the world agency. General President Beck is on left side of table, second from left end. The top officers of the ITF are at far end of room with General Secretary Omer Becu (with glasses), left and President H. Jahn at his immediate left.

will take place in Amsterdam, Holland, July 23, 1958.

At both the Vienna congress and at the January Executive Committee meeting efforts to extend the benefits of trade unionism were given top priority consideration. The procedure through which this will be achieved is that of special missions of ITF personnel and the establishment of regional offices. The more economically advanced countries are being asked to provide guidance to the developing countries in the task of achieving better wages, shorter hours and improved conditions.

PROGRAM OUTLINED

General Secretary Becu, in a report to the ITF, outlined the steps to be taken in this program, saying:

"The first step proposed is that delegations and missions should, as far as financial resources permit, be sent to appropriate regions to discuss needs and possibilities with local trade unionists. This should be followed up, as soon as possible, by conferences on a regional basis designed to bring the local unions into closer contact with one another and to strengthen their relationship with the ITF.

"The next step would be the setting up of an ITF office for the region with the dual task of giving the widest publicity to ITF policies and programs and of aiding the local unions to the fullest possible extent.

"The ultimate aim is the speediest possible development of such offices into a network of full-fledged regional organizations operating under the auspices of the ITF, with the unions in the regions directly affiliated with the ITF and playing their full part in determining the principles and policies of our Federation on a world-wide basis."

With trade unions as special targets of political and ideological missionary efforts by the Communists in all parts of the world, the

expanding policies of the ITF appear to have extraordinary importance, observers of the world scene say.

Asia and Africa are the new battlegrounds in the realm of organization and ideas. The work of the ITF and of the ICFTU, the International Confederation of Free Trade Unions, will be given support by the affiliates in the advanced countries. And in this work General President Beck has promised full and continuing support of the International Brotherhood of Teamsters.

Hoosier City Signs IBT Contract

Officials of Teamster Local 543 and of the Indiana Conference of Teamsters last month signed a contract with officials of Frankfort, Ind. Shown above at the signing are (from left) Roy Peyton, business agent of Local 543; Mayor Kenneth S. Power of Frankfort; Frank S. Pryor (standing), union attorney, and Gene San Soucie, president, Indiana Conference of Teamsters. The contract of the first city in Indiana to sign a union agreement covers workmen in the following departments: Parks, Sanitation, Garbage and Streets. Included in the pact are provisions for seven paid holidays, seniority by department, holiday premium pay, eight-hour daily work guarantee and up to four weeks' paid vacation per year for 20-year men.



'Tight Money' Effect on Building And Construction Is a Major Question Mark for the New Year

1957 TRUCKING OUTLOOK IS BRIGHT

CONTINUED high volume of business activity, growing needs for consumer distribution services and the impact of the new multi-billion-dollar highway program all add up to giving an optimistic tone to the outlook for the American trucking industry in the year ahead, according to public and private observers in the transportation field.

Certain reservations are held by some on the matter of rapid growth and expansion, however. Included in these is the so-called "tight" credit policy of the government. This policy is advocated as a measure designed to curb possible inflationary aspects of the present economy.

Among the forecasts which indicate continued growth of industry are those of the U. S. Chamber of Commerce and McGraw-Hill's *Business Week* magazine. The Chamber of Commerce forecast, said to be a "businessman's forecast," indicates that 1957 will "on the whole" be better than was 1956. The Chamber sees a continuation of tight money trends.

Business Week has made a round-up of key industries with an indication of the probable trend of activity in each of these major economic segments.

A decline in volume in 1957 over the 1956 figure is seen by the periodical in radio and television production and furniture and miscellaneous related production.

Slight increases or a volume about equal to that of last year is seen for rubber products production; lumber products; textiles; apparel production; farm machinery; steel; non-

ferrous metals; processed foods and beverage production; paper and allied products; electrical appliances, and construction materials.

In the following categories the McGraw-Hill economists see far more marked gains than are evident in the two preceding groups; petroleum products; chemicals; electrical apparatus; aircraft and parts; construction machinery orders; instruments and controls production; machine tool shipments, and railroad equipment production.

Data for the periodical's economic projections come from the figures of the Federal Reserve Board and vari-

ous private economic research services.

The importance of these projections to the trucking industry is due to the impact that changes in any major segment has on the requirement for truck transportation service—direct and indirect. As direct users of trucking many industries have a profound direct impact. As "generators" of economic activity, they can have a strong effect on total trucking employment.

Related to the general outlook in the manufacturing field is that of the construction industry, both a large direct user of trucking services and an important generator of employment. Both public and private forecasters have predicted another good year for construction. Whether it is as good as it should be will be a matter of opinion and argument. Some maintain that construction should be far ahead of its present indicated trend, due to our growing population and rapidly expanding needs for various types of shelter—public, industrial and residential.

The Associated General Contractors in a preview of 1957 estimates that 1957 has a potential of \$64.4 billion in new building and repair and maintenance. The AGC esti-

(Continued on page 25)

ATA Official Forecast

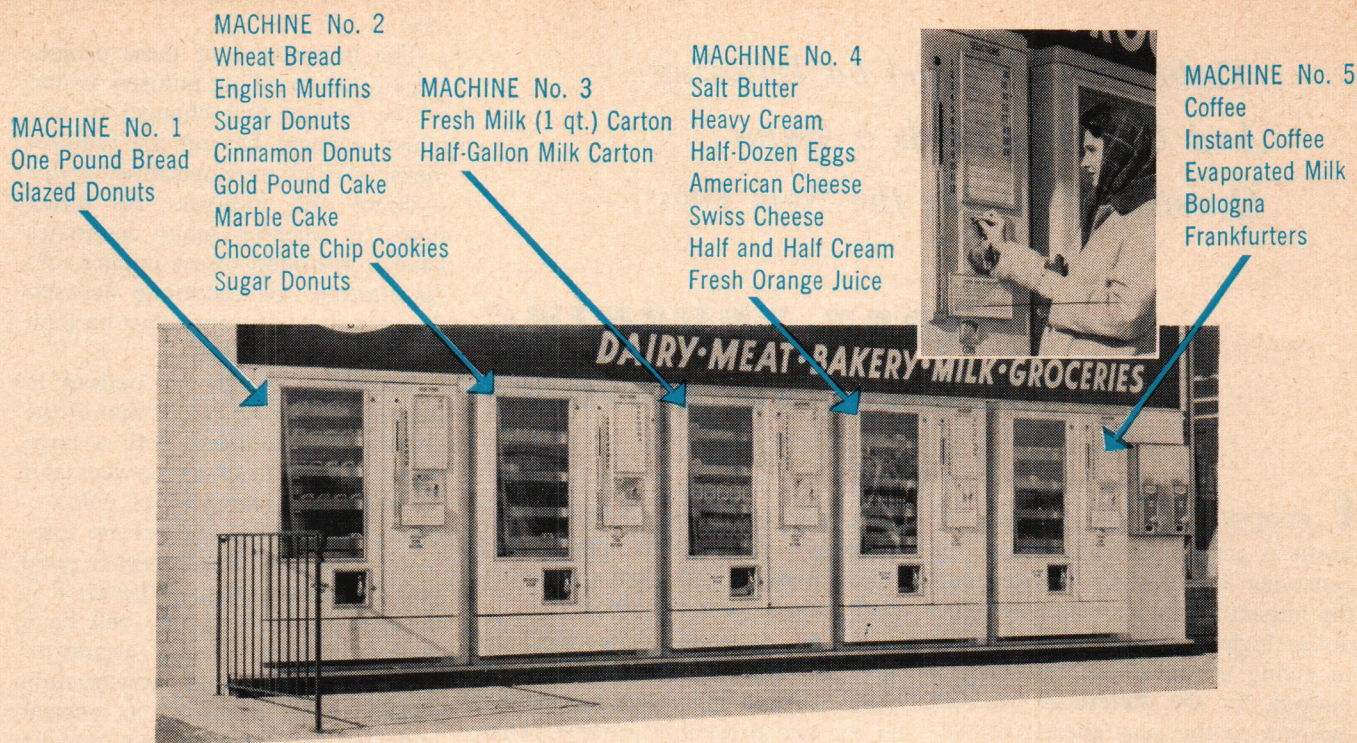
Business volume of the trucking industry has been observed to be an accurate short-term reflection of general business conditions, with an emphasis on retail distribution.

Current trends experienced by motor carriers suggest that many businesses are re-evaluating their 1957 prospects, and while they presently may delay new shipments to permit depletion of inventories, they may thereafter resume at an equal or greater scale. We have witnessed such periods before.

Major critical factors for trucking, as for all business, are the tides of international affairs and the squeeze of domestic credit. The optimistic indications of personal income gains and wage increases have been opposed by an apparent languishing in new housing starts due to credit problems plus seasonal influences.

Without pretense of economic clairvoyance, we believe the basic course of business, including trucking, is favorable for 1957 because so many Americans need and want so many things that they are willing to work for and which we have the ample skills and capacity to produce and distribute.

We are closing 1956 with a gain in annual volume. Intercity truck tonnage transported by Class I carriers in 1956 is expected to surpass 1955 figures by about 6 per cent. The gross revenues of all federal-regulated intercity and local motor carriers of freight is expected to reach \$5,900,000,000 (billions) compared to \$5,534,900,000 (billions) in 1955.



AUTOMATIC 'FOOD CLERK'

It Dispenses A Wide Variety of Food Product on a 24-Hour-a-Day Basis

SOMETHING new is being added to automatic merchandising which may have a profound impact on organized labor. Test installations have been made in New York and New Jersey on round-the-clock outside vending machines which dispense more than 50 items in the food line.

The eyes of the entire food industry are on installations at East Paterson, N. J., where the Grand Union Tea Company stores have established a battery of machines geared to 24-hour a day supplementary sales. This installation has been called "one of the most important trends in the food retailing industry."

The Grand Union installation includes eight vending machines built into a combined unit serving the public on a day and night basis. The machines are geared to serve the customer a wide variety of items.

Here is the rundown on the items dispensed in these machines:

—Machine No. 1: one pound of margarine; half pint of sour cream; 8-ounce unit of Philadelphia cream cheese; 1 pound of cottage cheese; half pints of heavy cream, and of light cream; half pound and pounds of butter; half pound hotel bar butter; 8-ounce unit of cheese and of Swiss cheese.

—Machine No. 2: quart of orange juice; pancake mix; Pillsbury's butter-milk biscuits; Borden's buttermilk biscuits; half pint strawberry yogurt; half pound Kraft Velveeta; pound Armour's frankfurters; family size 26-ounce Coca Cola; pound Deerfoot sausage; 8-ounce Pillsbury cinnamon rolls; 8-ounce creamed herring; 8-ounce Cheese Whiz.

—Machine No. 3: eggs only.

—Machine No. 4: cartons of milk only.

—Machine No. 5: Hy-Grade luncheon meat; cooked salami; bologna, and pickle and pimento loaf.

—Machine No. 6: bread only.

—Machine No. 7: cinnamon buns; pound pack of crackers; half-dozen jelly doughnuts; dozen sugar doughnuts; butter cup cakes; corn muffins; cinnamon doughnuts; marble pound cake; 8-ounce Ritz crackers; English muffins and baby cup cakes.

—Machine No. 8: 48-pack package of tea bags; evaporated milk; 6-ounce can of tuna fish; 10-ounce can of tomato juice; 2-pound bag of granulated sugar; half-pound instant chocolate; 1-pound can of coffee; 2-ounce pack of instant coffee; 8-ounce glass strawberry jam and 13-ounce glass of peanut butter.

The trade press in reporting the activities of the Grand Union and

other installations make a special point of noting the cost-saving aspects through the labor-saving phases of vending operations. Supplementary sales "without burdensome labor costs" . . . "sales around the clock . . . all virtually without either a human hand being raised or heavy costs" . . . only labor involved is servicing the empty shelves and sticking up before closing time . . ." are some of the references made to the Grand Union units.

24-HOUR OPERATION

The Great Atlantic & Pacific Tea Company stores in Levittown, L. I., have installed an outside 24-hour a day operation. This group of vending machines is known as "Around the Clock Handi-Pantry." Here is the way the A & P machines work:

—Machine No. 1: pound loaves of bread and package of glazed doughnuts;

—Machine No. 2: pound loaf of wheat bread; English muffins; 12 sugar doughnuts; cinnamon doughnuts; pound cake; 12-ounce marble cake; chocolate chip cookies;

—Machine No. 3: fresh milk in quart and half gallon cartons;

—Machine No. 4: half-pound salt butter; half-pint heavy cream; half dozen packages of two different brands of eggs; 8-ounce American and 8-ounce Swiss cheese; pints of half and half cream and quarts of fresh orange juice;

—Machine No. 5: pound cans of drip coffee and vacuum coffee; 2-

ounce jars of instant coffee; 13-ounce cans of evaporated milk; 6-ounce units of bologna and half-pound packs of frankfurters.

COIN CHANGERS

The new installations are equipped with coin changers as a convenience to the customers. Although the outside vendors are on a trial basis, forecasters in the food retailing industry predict a big boom in this type of operation. Although the test runs are being made in the East, the food industry spokesmen say that the most spectacular growth of the outdoor round-the-clock units will come in the Middle West.

In the meantime, Teamsters, as well as other unions which may be affected by this significant innovation in the food industry are watching with interest public reaction to the outdoor vendors.

MACHINE No. 1

Margarine
Sour Cream
Cream Cheese
Cottage Cheese
Heavy Cream
Light Cream
Sweet Butter
Fresh Butter
Hotel Bar Butter
Sliced American Cheese
Swiss Cheese
Cheese



MACHINE No. 2

Orange Juice
Pancake Mix
Buttermilk Biscuits
Strawberry Yogurt
Kraft Velveeta
Frankfurters
Coca Cola
Sausage
Cinnamon Rolls
Creamed Herring
Cheese Whiz

MACHINE No. 4

Carton Milk

MACHINE No. 6

Bread

MACHINE No. 7

(Bakery Products)
Cinnamon Buns
Saltines
Jelly Donuts
Sugar Donuts
Butter Cup Cakes
Corn Muffins
Cinnamon Donuts
Marble Pound Cake
Ritz Crackers
English Muffins
Baby Cup Cakes

MACHINE No. 8

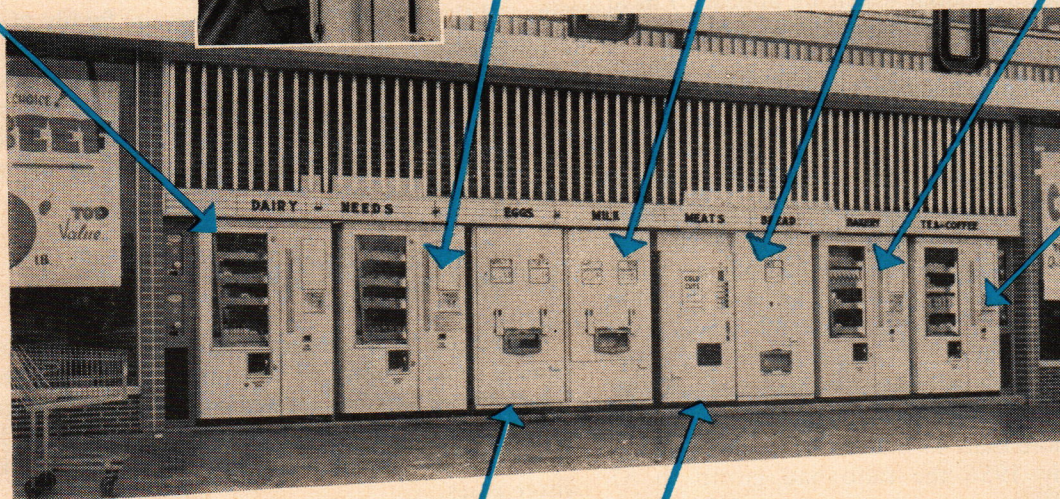
Tea Bags
Canned Evaporated Milk
Tuna Fish
Orange Juice
Tomato Juice
Granulated Sugar
Instant Chocolate Coffee
Instant Coffee
Strawberry Jam Glass
Peanut Butter Glass

MACHINE No. 3

Eggs

MACHINE No. 5

Luncheon Meat
Salami
Bologna
Pickle & Pimento Loaf



EDITORIALS

Home Hazard

During the winter season we read with sadness of many domestic tragedies caused by uncontrolled fires. Many are caused by carelessness. Some are caused by lack of skill in handling heating appliances and some through defective flues, bad wiring or through other causes. Not a few of the accidents result from children handling matches.

Of all the causes of home fires this last one seems to us the most tragic of all. Parents should never permit children to handle matches. Availability of matches is too often the prelude to fires which cause property damage and loss of life. This type of fire is not limited to the holiday season, although that season seems particularly replete with fire-caused deaths.

It takes but little time and attention on the part of parents to keep matches out of the reach of small children. A few seconds spent in prevention of a fire-caused accident can result in prevention of a lifetime of tragedy. All parents should take note.

Shortage of Mechanics

We are hearing a lot these days about the need for highly skilled engineers, physicists, electronic experts and the like. The New York papers are filled with page advertisements offering all manner of inducements to the men of these highly skilled professions. But there is one growing shortage about which we appear to have heard but little, that is, we have heard little in the general press.

This is the growing shortage of skilled mechanics. Such organizations as the Automobile Manufacturers Association and others concerned vitally with the production and upkeep of our vehicular civilization are, of course, aware of the shortage, but we fear the general public may not be conscious of the lack of mechanics.

A few figures point up the need for paying some attention to this problem. In 1940 we had 442,000 automotive servicemen for the nation's 32,035,424 vehicles. This came to about 72 vehicles per mechanic.

By 1950 the number of mechanics had increased to more than 678,000, but the number of cars and trucks had climbed to more than 48 million. This increase has continued and by 1956 the ratio had grown to 87 vehicles per mechanic.

The disparity continues and by 1965, according to projected figures, there will be 103 vehicles per mechanic, which is a considerable jump over the 72.

Everyone who drives has a stake in seeing that we

have more skilled mechanics and Teamsters who man the nation's trucks have a special reason for wanting to see an adequate supply of mechanics.

The Automobile Manufacturers Association, the National Standards Parts Association and the American Vocational Association are trying to do something about the shortage. But the job is a big one and will need attention on many fronts. With the keen competition now prevailing for men with mechanical skills, it is apparent that a many-sided attack will be needed.

We hope the shortage can be met, for in a satisfactory solution lies not only the health and safety of the motoring public but to a large degree the future of our industry.

A Welcome Decision

One of the most welcome decisions made in Washington in recent weeks is that by Secretary of Labor James P. Mitchell. At a time when a number of changes were being made in high posts in official Washington, there were numerous rumors that Mr. Mitchell was about to depart to take a private job or to prepare for an elective career in politics.

Mr. Mitchell has spiked these rumors quite effectively by announcing that he is staying as Secretary of Labor. With this decision we are in hearty accord.

Jim Mitchell has been an excellent Secretary of Labor. He has done an effective job, often under severe handicaps. He has brought the Department to new importance in the Administration and in the family of official departments.

The Secretary has tried to administer his post fearlessly and honestly, letting the chips fall where they may. His dedicated service to the nation is to be commended—as is his decision to remain in his present useful position.

A Neglected Story

One of the most neglected stories of our time, at least from a general point of view, is that of urban renewal. Every city which has on the boards its own program of urban rehabilitation is aware of what is going on locally. Few cities are aware of the activities under way in their sister cities.

The program of urban renewal is a big one and is growing. The magnitude is hard to envision since the federal appropriations are supplemented by local money and these in turn generate a substantial volume of additional work.

The Urban Renewal Administration has a billion-dollar authorization from Congress and early this year some \$800 million had already been allocated. Since this is two-thirds, the total allocations directly made for renewal work is some \$1,200,000. To this should be added the other work generated.

Urban renewal activities are undertaken in response to growing needs of our expanding population. Our cities are exploding all over the place in terms of more and more people. When the cities prove unsatisfactory, one of two things must happen: either they must rebuild and redevelop or they must decay and die. Some cities have foreseen the results of neglect in planning and developing and have instituted courageous programs.

As the result of these programs become apparent, we may well expect to see the urban renewal movement pick up momentum. The movement is not only a great social and economic improvement to the cities, but is also a great generator of employment on a wide scale. This renewal is an effort in which everyone wins—we hope the activity shows continued growth.

Canada's Bright Prospects

Canadians are looking forward to a period of phenomenal growth which will mean higher living standards and a greater income for all. These bright prospects were placed before Canadians last month when the Royal Commission on Canada's Economic Prospects made public its projections into the future.

In its forecast of growth here are some of the areas of expansion: population will show an increase from the 15,575,000 of 1955 to about 26,650,000 by 1980. This assumes a net average influx of immigrants of about 75,000 a year.

—average hours per week for workers will show a decrease. The Royal Commission expects the weekly hours to average 34.3 as compared with the present 41.3 hours.

—the gross national product will almost triple—from \$26.8 billion now to \$76 billion annually by 1980.

—changes will take place in Canadian output. Agriculture may decline, relatively speaking, but the resource industries will be hiked. Mining, oil, gas, and electric light and power will go from 10 per cent of the total to 15 per cent and the output of secondary manufacturing will likewise go up by several percentage points.

—the labor force complexion will change. The percentage of the total force in agriculture will drop from 15 to 7 per cent by 1980. Construction and resource industries will employ about the same percentage of workers as are now engaged in those areas. Service industries will increase greatly.

—by 1980 it is estimated that 80 per cent of the Canadians will live in urban areas. This is a sharp boost from the present ratio of around 60 per cent.

—foreign trade will continue to be an important factor in Canadian economic life with more and more trade with the U. S. A. in progress. This will mean

more exports to and more imports from the United States.

These projections are assumed by the Royal Commission on the basis that there will not be a nuclear war or some other unforeseen international cataclysm. The Commission also assumes that there will not be a prolonged depression and that the policies of the government will continue without radical modification having an impact on the economic life of the nation.

The United States has a strong interest in Canada and its future. We wish it well, for we know that a healthy neighbor is a good neighbor. The United States and Canada have enjoyed good relations for generations and we are certain that among the bright prospects for the next 25 years is that of continued friendship and a close relationship with the United States on both the economic and the political fronts.

We salute Canada on its progress to date and congratulate it on its great potential in the decades ahead.

Timely Tribute

This month editorial writers will be extolling the virtues of the two great American leaders whose anniversaries are celebrated this month—George Washington and Abraham Lincoln. We doubt, however, that many will recall the somewhat flamboyant though truthful and timely tribute to George Washington by John Warwick Daniel, soldier, lawyer and statesman.

Daniel served in the Army of the Confederacy from Virginia and later for more than 20 years in the House of Representatives. While he was in the lower house the Washington National Monument was dedicated, on February 21, 1885.

In his tribute to George Washington, Daniel, in eloquence of the old school, gave praise which is timely in today's strife-torn world:

"Long live the republic of Washington! Respected by mankind, beloved of all of its sons, long may it be an asylum of the poor and oppressed of all lands and religions—long may it be the citadel of liberty which writes on the eagle's folded wings, 'We will sell to no man, we will deny to no man, right and justice.'

"Long live the United States of America! Filled with the free, magnanimous spirit, crowned by the wisdom, blessed by the moderation, hovered over by the guardian angel of Washington's example; may they be ever worthy in all things to be defended by the blood of the brave who know the rights of man and shrink not from their assertion—may they be each a column, and altogether, under the Constitution, a perpetual temple of peace, unshadowed by a Caesar's palace, at whose altar may freely commune all who seek the union of liberty and brotherhood.

"Long live our country! O, long through the undying ages may it stand, far removed in fact as in space from the old world's feuds and follies, alone in its grandeur and its glory, itself the immortal monument to him who Providence commissioned to teach man the power of truth, and to prove to the nations that their Redeemer liveth."

LOCAL 781 BEATS ILWU IN CHICAGO

TAKE an active rank-and-file committee . . . add effective literature, based on answering the questions of the men and women in the plant . . . avoid extravagant promises—and you have the story of how Miscellaneous Warehousemen's Local 781 eliminated the last mid-western major stronghold of Harry Bridges.

Those are the facts behind the victory of Local 781 over Local 208, International Longshoremen's and Warehousemen's Union, in a National Labor Relations Board poll at the big Walgreen Drug warehouse in Chicago.

The vote was 138 for the Teamster affiliate to 110 for the ILWU, which was expelled from the CIO in 1949 on grounds of Communist domination. There were no votes for "no union."

The triumph of Local 781 is a significant gain for the entire labor movement in the Chicago area. The left-wing Local 208 had a contract with Walgreen's for 16 years. Local 781 challenged the Bridges organization in 1950, when the Teamster unit got 144 votes to 135 for Local 208, with 44 ballots for no union.

In a run-off election, Local 781 lost.

"We learned a lot in that campaign," said President Joe Bernstein and Secretary-Treasurer Tom Kilroy of Local 781. "We knew that the Walgreen warehouse workers weren't Communists. And we felt that it was our duty to eliminate the ILWU from the Chicago scene."

Local 781 organizers realized their major task was to win the confidence of rank-and-file leaders at Walgreen's on straight trade union issues. The question of Communist control wasn't pushed as the sole difference between the ILWU and the Teamsters. The left-wing outfit realized that Walgreen workers wouldn't swallow the "line," so they weren't aggressive about peddling their brand of politics in the plant, said Local 781 spokesmen.

The rank-and-file committee supporting Local 781 said the major demand of Walgreen workers was simple and straightforward: to elect their own bargaining committee and stewards, to develop contract requests in meetings of the workers, and to have a secret ballot on approval of agreements.

"That's always been our policy,"

Bernstein said. "The committee told us that extravagant promises of wage boosts wouldn't have any effect on the vote. The Walgreen workers wanted decent, democratic trade union representation."

While the Bridges outfit resorted to attacks on the Teamsters, the response of Local 781 was quiet and effective. The *Federation News*, weekly paper of the Chicago Federation of Labor, gave Local 781 most of its front page to publish a series of questions and answers, prepared by the rank-and-file committee. This was sent to the homes of all Walgreen warehouse workers and handed out at the plant.

This straightforward campaign left the Local 208 people dumbfounded. They promptly called a special "contract" meeting on the night before the election. Meanwhile, a timely editorial in the December *INTERNATIONAL TEAMSTER*, titled "Danger on the Waterfront," exposed the left-wing control of the ILWU. The rank-and-file committee distributed copies to all Walgreen workers, and this had strong impact on the people.

On the morning of the election the ILWU distributed a leaflet containing a vicious attack on the Teamsters, plus a long list of "promises" for contract changes. The rank-and-file committee of Local 781 anticipated this move. Their response: a cheerful message, thanking all the

(Continued on page 25)



LOCAL 781 COMMITTEE—The rank-and-file committee of Local 781, successful winner of an election in Walgreen's Chicago warehouse, is shown here with the officers and attorney for the local. Seated (left to right)—Sigmund S. Szozoda, Neil A. Krupp, Edward J. Besowshek, Local President Joseph Bernstein, Local Secretary-Treasurer Thomas J. Kilroy, and Attorney Lester Asher. Standing—William R. Huggins, Roy M. Malzahn, William J. Chlupsa, Business Agent Kenneth A. Cook, Jr.; Edward J. Wagner, Michael J. Callahan, and Chester T. Ptaszkowski.

*'Sitting Duck' Accidents Throw
Spotlight on Need for Traffic
Education in Our State Capitals*

THESE ACCIDENTS CAN BE PREVENTED!

THREE miles east of Michigan City, Ind., on U. S. Route 20, on the night of October 14, 1955, a transcontinental bus slammed, full belt, into a stalled semi-trailer truck loaded with steel. That instant marked the end of the world for six of the passengers, and for 20 others and the driver who were injured, the beginning of a two-hour nightmare of pain and terror while rescue workers cut and pried the twisted steel to extricate them.

Harry Williams, driver of the truck, who saved himself by a last-minute leap for life, but was injured by flying debris, reported to state police: "I couldn't get off the pavement, so I set out flare pots all around the truck and repaired the air line. Then I started picking up the flares.

"As I was picking up the last one I saw this bus speeding toward me. I started waving the flare to flag down the driver, but I guess he didn't see me. I jumped back when he was a few yards away, and the bus rammed squarely into the rear of the trailer."

The same "sitting-duck" crashes continue to happen. In spite of the regulations requiring that pots, electric lanterns or reflectors be set out when a commercial vehicle is disabled on the travelled highway, 1,280 persons were killed and 151,060 were injured in 1955 in this type of accident. And it is a safe bet the figures for 1956 will be still larger.

According to traffic safety experts,

the most critical periods for sitting-duck crashes involving commercial vehicles are those when the driver is setting out the required warning equipment on the highway, and when he is picking it up and storing it. Furthermore, pile-ups at these moments frequently involve the death of the driver.

But even with the torches, lanterns or reflectors properly spotted on the road, the sitting-duck is poorly protected in these days of high speeds and heavy traffic day and night. Just recently, down near Lexington, Va., on U. S. 11, the Shenandoah Valley Highway, Michael Harold Powell had set out his torches according to the regulations after his rig stalled. He had just climbed back into his cab when the crash came. Again a bus—completely demolished, and filled with the dead and injured.

WAYS OF PREVENTION

Most shocking of all, perhaps, is the realization that the sitting-duck need no longer serve as a decoy for death and destruction. Long ago, at the request of safety-minded truckers, whose hair was prematurely grey, "flare" switches were developed that, at the flick of a finger, turn on the four turn signal lights so that, simultaneously, they flash a half-mile warning beam to oncoming traffic.

Subsequently, the American Trucking Associations have given such automatic disablement warning flares their blessing. ATA Recom-

mended Equipment Specification E-3 of 1955, covering "Electrical Lighting and Wiring for Commercial Vehicle Bodies," states: "Turn signals shall be wired in such a manner that they will flash simultaneously to indicate vehicle disability."

Further, the Uniform Vehicle Code, compiled and published by a national committee of traffic experts for the guidance of legislators over the past 30 years, provides in its revised edition for 1954 that: "Any vehicle may be equipped with lamps which may be used for the purpose of warning the operators of other vehicles of the presence of a vehicular traffic hazard requiring the exercise of unusual care in approaching, overtaking or passing."

Obviously, the Interstate Commerce Commission does not, as yet, require such signalling equipment for interim warning use, but it does permit the simultaneous flashing of the four turn signal lights as a disablement warning.

In the welter of conflicting state traffic and safety laws—which the Uniform Vehicle Code seeks to simplify, clarify and unify—there is still confusion. Two states—one of which may recant at any moment—interpret their laws as prohibiting this use of turn signals. In ruling that flashing lights may be used only on emergency and police vehicles, these states deny commercial vehicle operators the right of protecting their lives, their vehicles, and the lives and property of other highway users. Yet every lawyer knows, and every state official ought to know, that no regulatory prohibition is worth the paper it is written on when it violates the recognized, inherent human right to protect one's person or property from imminent peril.

Such unreasonable and legally untenable views on safety legislation, together with the grisly record of sitting-duck accidents, highlight the need for traffic education in our state capitals, and effective guidance in making available to all our truckers on all our roads the most efficient safeguards that have been devised.

We may be sure that Teamster union officials are aware of these things and will make a real college try for reforms *this year*—when legislatures of 42 of the states will be in session.



In the Grim, Thankless Task Of Collecting Taxes

THERE'S A LAUGH NOW AND THEN!

THE Federal tax collecting agency is probably one of the last places in the world in which you would look for a laugh—most people think tax-paying is far from funny. With the annual deadline just around the corner, millions of taxpayers are pondering more about the bite that the tax collector will take rather than about whatever jokes he may have run across in his activities.

Americans paid more than \$75 billion in the last fiscal year in taxes including individual and corporation taxes, alcohol, tobacco and other taxes. Most of this tax bill is made up of income taxes—\$22 billion in corporation income and profits taxes and \$42.6 billion in individual income and employment taxes.

With this tremendous volume of taxes involving some 60 million taxpayers, there are bound to be many runs, hits and errors. These are

manifested in many ways. The Internal Revenue Service, an arm of the U. S. Treasury Department, comes across bits and pieces of humor in various ways. The Service has some 52,000 employees scattered throughout the United States and in the Territories and many of these people hear in person or through correspondence some curious stories involving taxation.

In order to see if there might be any rumor in income taxes, THE INTERNATIONAL TEAMSTER delved into this off-beat phase of tax collection and was pleased to discover that there is considerable humor in Internal Revenue.

Anecdotes on a variety of subjects crop up at all sorts of places and all sorts of subjects. They may involve anything from unusual excuses for not paying to screwy questions about

the whole philosophy of why pay taxes.

Internal Revenue is trying to help the public do a better job of filling out the forms—one out of every four forms filed is incorrect. The Service provides assistance through its offices, usually in large Federal buildings—there are nine regional and 64 district offices.

In one such situation a taxpayer nearing the deadline brought his Form 1040 in for help and through an inadvertence he got off the elevator on the wrong floor and seeing a number of people seated, he took a chair and awaited developments.

Shortly, the man in charge passed around papers and everyone began writing. He appeared a little puzzled after answering the questions and two hours later went to the attendant and asked him if there weren't more sections to fill out—these papers didn't seem to have a place to note the tax he owed on his income.

"Income tax?" answered the attendant incredulously looking over the citizen's papers. "Congratulations, sir, you have just taken a Civil Service examination for Federal building guard and passed."

The citizen had walked into the wrong room.

Last year a woman taxpayer sent in a lock of her hair and said that this was by no means a tender token of affection. She appended a note to Form 1040 and said "Having computed my income tax for this year, I feel that I've been scalped."

Some strange animal stories crop up in the experience of tax collection. One taxpayer entered the cost and care of a Chihuahua, small type of dog, as a medical expense. When queried about this unusual claim, he said that he had read that some sufferers from asthma had obtained relief on acquiring a Chihuahua as a house pet. He had bought such a dog and had been relieved of serious attacks and thus thought he was entitled to deduct the cost as a medical expense.

The question of valuable animals often plagues Internal Revenue agents. Last year the owner of a trained chimpanzee put up a strong fight for filing a claim for dependency on behalf of the chimp. After

lengthy argument, the harassed agent finally said wearily, "Why don't you just let the chimpanzee file and make you the dependent?"

A Philadelphia citizen listed two of his dependents as his mother-in-law and his dog—at least upon investigation agents found that one dependent was a dog. After he had been advised that he could not file on behalf of the dog, he persisted in claiming that he had spent \$50 more on support of his dog than on his mother-in-law.

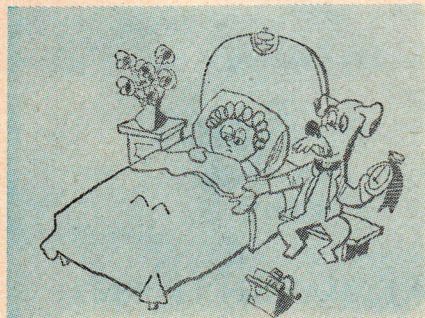
Matters of infants—legitimate and otherwise—are often the basis of a laugh here and there. In Denver an agent was helping the head of a large family fill out his papers and when he asked about the name of his youngest child, an infant, the father said, "We haven't got around to naming him yet."

"Well," said the agent, "what do you call him?"

"We just call him 'Young Punk.'"

And so that's how it went down in the official return "Young Punk."

An anxious-looking taxpayer came into a local office and asked if he could claim as exemptions his girl friend and their expected child. The agent said that he could not claim his girl friend, but if he acknowledged that he was the father



of the child and contributed more than one half of its support following its birth, he could claim one exemption.

The taxpayer was grateful and appeared relieved and upon departing said, "You see, my girl friend and I have talked about marriage, but we both decided that we're not ready for it yet."

The form W-2 used for withholding taxes must be filed with the return, but many strange and curious

stories turn up about this form. Some have used W-2 as a check and tried to cash it. Last year in Rhode Island a worried taxpayer sought assistance from an agent and said that he had all the necessary figures for making out his return. After the agent had helped him, he asked the taxpayer where his W-2 certificate was. This document was missing.

"How much salary was withheld?" the agent asked.

"Man!" exclaimed the excited taxpayer, "I don't withhold nuthin'—my wife takes it all!"

A woman taxpayer in Pennsylvania got her physical measurements mixed up with the proper tax form and she asked for a "size 40 form." The tired clerk, without batting an eye, gave her Form 1040.

Internal Revenue receives a great many letters yearly via the Treasury Department which have amounts varying from a few dollars to many thousands. These are known as "conscience fund" letters. Many people thinking they may have cheated Uncle Sam either in taxes or in pilfering Government property, will send in money—anonously, of course, to salve their conscience.

An unusual case of this kind turned up when the Treasury received five brand new \$1,000 bills. This was a little unusual and so the sharp-eyed intelligence agents of Internal Revenue were called in and within minutes they had ascertained the source of the money, city, etc. They had a couple of agents call on the bank where the money had come from and were able to talk to the cashier who had handled the transaction. The agents were told that a wealthy retired manufacturer had obtained the bills for a gift, he presumed, a short time before.

When they queried the old gentleman who had sent the bills, he said, "I'm retired now and have plenty of money. I came over here as an immigrant and have made a lot of money. I always made out my own income tax, personally and I thought that in the course of a lifetime of taxpaying that I might have made some errors so I just sent in the \$5,000 to cover things."

This seemed like a slightly improbable story, but the agents, after

doing a double-take, went back and reported. Soon the wheels were in motion to check the old gent's returns. The surprise came when they discovered that he not only did not owe anything like \$5,000, but that the Government owed him \$11,000.

Low income people often get help in filling out forms and recently a new gimmick has been added. Internal Revenue has developed a "Federal Income Tax Course" for use in teaching students in high schools on income tax facts and how to make out returns. These courses have been mailed to some 30,000 public, private and parochial schools and are proving both popular and



helpful. They are used as adjuncts to civics or mathematics courses. These educational kits are increasingly important in providing accurate returns.

Errors by the taxpayer are not funny to the Service. They mean more work for all and that costs money—and taxes to pay people to correct the errors. Among the more common errors, says Internal Revenue are these:

- failure to include Form W-2 with the return;
- errors in arithmetic;
- failure to recheck returns—a surprising large number of people never recheck for accuracy;
- failure to keep accurate records of income and expenses;
- sending the return to Washington, D. C., instead of the proper district office.

The 1956 tax book is a new approach in trying to help the taxpayer.

In the meantime, as the pressure mounts with April 15 only a short time away, tax people are glad to find a laugh here and there in the work that few people regard as humorous.

NATIONAL TRADE DIVISION CONFERENCE

Palmer House, Chicago, Illinois

SUNDAY, MARCH 10, 1957

| | | | |
|----------------------|--------------------------------|-------------|------------------|
| 2:00 P.M.- 5:00 P.M. | Registration | Outer Foyer | Red Lacquer Room |
| 2:00 P.M. | Miscellaneous Policy Committee | | |

MONDAY, MARCH 11, 1957

| | | | |
|----------------------|-------------------------|-------------|------------------|
| 8:30 A.M. | Registration | Outer Foyer | Red Lacquer Room |
| 9:00 A.M.-10:00 A.M. | Opening General Session | | Red Lacquer Room |

POLICY COMMITTEE MEETINGS

| | |
|-----------------------|---------------------------------------|
| 10:00 A.M.-12:00 Noon | Building Trades |
| 10:00 A.M.-12:00 Noon | Produce |
| 10:00 A.M.-12:00 Noon | Brewery & Soft Drink |
| 10:00 A.M.-12:00 Noon | Truckaway |
| 10:00 A.M.-12:00 Noon | Federal, Municipal, and State Workers |

Monday Afternoon

| | |
|----------------------|---------------|
| 2:00 P.M.- 4:00 P.M. | Taxicab |
| 2:00 P.M.- 4:00 P.M. | Cannery |
| 2:00 P.M.- 4:00 P.M. | Over-the-Road |
| 2:00 P.M.- 4:00 P.M. | Bakery |

Monday Evening

| | |
|-----------|------------|
| 8:00 P.M. | Newspaper |
| 8:00 P.M. | Automotive |
| 8:00 P.M. | Laundry |

TUESDAY, MARCH 12, 1957

| | |
|-----------|-----------|
| 9:00 A.M. | Warehouse |
| 9:00 A.M. | Dairy |

GENERAL CAUCUS MEETINGS

| | |
|-----------|----------------------|
| 9:00 A.M. | Produce |
| 9:00 A.M. | Building Trades |
| 9:00 A.M. | Miscellaneous |
| 9:00 A.M. | Brewery & Soft Drink |

Tuesday Afternoon

| | |
|-----------|--------------------------------------|
| 2:00 P.M. | Federal, State and Municipal Workers |
| 2:00 P.M. | Taxicab |
| 2:00 P.M. | Over-the-Road |
| 2:00 P.M. | Cannery |

Tuesday Evening

| | |
|-----------|------------|
| 8:00 P.M. | Dairy |
| 8:00 P.M. | Automotive |
| 8:00 P.M. | Truckaway |
| 8:00 P.M. | Bakery |

WEDNESDAY, MARCH 13, 1957

| | |
|-----------|-------------------------|
| 9:00 A.M. | Closing General Session |
| | Red Lacquer Room |

Wednesday Afternoon

| | |
|-----------|-----------|
| 2:00 P.M. | Warehouse |
| 2:00 P.M. | Laundry |
| 2:00 P.M. | Newspaper |

NOTE: Room designations for the policy and trade division sessions are not included in this announcement. Room assignments will appear on the printed schedules available when delegates register for the annual sessions.



Indiana Teamsters and motor truck operators are joining in a "Drive With Care" campaign. Shown above is a delegation of union representatives and fleet operators with Governor Harold Handley (with hat) and Gene San Soucie holding sign being affixed to Indiana trucks.

UNION, INDUSTRY JOIN IN SAFETY DRIVE

A SAFETY program designed to hit hard on accident prevention began ruling in the trucking industry in the Mid-West as the Joint Accident Prevention Committee, composed of union and industry officials, jointly called up drivers and operators alike to talk of measures possible to prevent accidents.

A letter dated January 1, 1957, issued by Gene San Soucie, president of the Indiana Conference of Teamsters, and Gilbert H. Davis, president of the Indiana Motor Truck Association, named the states of Illinois, Indiana, Ohio, and Michigan as the areas in which the joint program was being initiated.

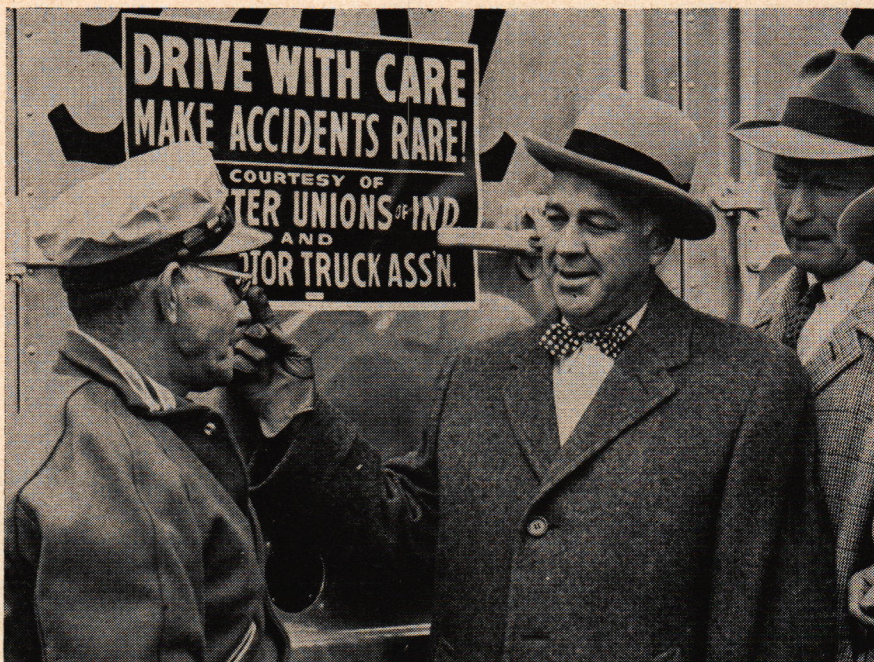
PROUD OF RECORD

The letter states, "Both the Brotherhood of Teamsters and Industry Management are proud of the safety record of the professional driver. The fact remains, however, that, due to the heavy increase in vehicle registrations and the resulting increase in the number of vehicles on the highways—which are inadequate and fast becoming more so—fatalities and injuries resulting from highway accidents involving all kinds of vehicles are increasing. (National Safety Council reports show 38,000 killed

in 1955 and 41,000 estimated for 1956.)

The Joint Committee in each of the four mid-west states starting the program have arranged for stickers to be attached to thousands of trucks warning drivers to drive with care. The importance of the program was

stressed by Indiana's Governor-elect Harold Handley, who helped Gene San Soucie and Gilbert H. Davis post the first of these stickers on a Federal Express Truck. Handley then took time from his busy schedule to praise driver Cleo E. McKee, shop steward for Federal Express, for his interest in the program, and urge him to spread the word among his fellow drivers. The ceremonial fixing of the first sign was also witnessed by officials of other Local Unions in the state of Indiana.



Governor Harold Handley congratulates Driver Cleo McKee, steward from Federal Express, after the first sign is placed on the truck by McKee. At right is Gilbert H. Davis, president, Indiana Motor Truck Association.



Onstage, hundreds of extras re-enact events of Biblical times in new "Ten Commandments" film. In inset, star Debra Paget gets ride in cab of truck with Teamster Bob Donner.

**Teamsters Had Important Backstage
Role in the Mammoth Production
Efforts of Biblical Movie**

The Ten Commandments

TTEAMSTERS Union work on "The Ten Commandments" totaled over 60,000 man-hours. This figure represents entirely union labor in Hollywood operations and is exclusive of location filming. All personnel were members of Teamsters

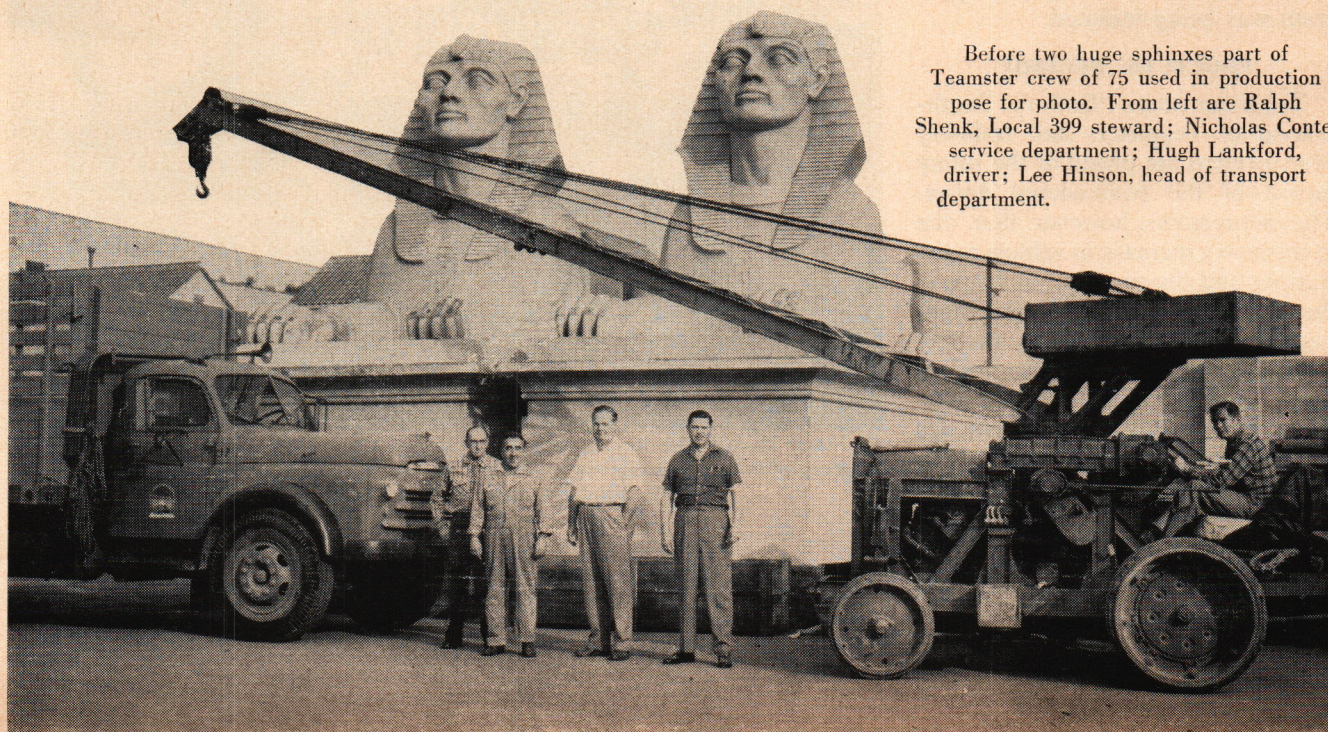
Local 399, Studio Transportation Drivers.

According to Lee Hinson, head of Paramount Studio transportation department, 30,000 Teamsters' man-hours were used in moving equipment from set to set; in construct-

ing sets, and the like, all at the studio.

Two thousand man-hours were used in construction of the Red Sea area on the backlot; a Teamster-operated truck did the heavy behind-

(Continued on page 25)



Before two huge sphinxes part of Teamster crew of 75 used in production pose for photo. From left are Ralph Shenk, Local 399 steward; Nicholas Conte, service department; Hugh Lankford, driver; Lee Hinson, head of transport department.

Taft-Hartley: Still A Storm Center

WITH the opening of the 85th Congress, the attention of the working men and women of the country will be focused on the Taft-Hartley Act and the efforts to affect its amendment. Since its passage in 1947, the Act, with its numerous technical provisions, which govern the labor management relationship of millions of people, has been the storm center of conflicting views.

However, with regard to those provisions which can be used by the unscrupulous to destroy unions, the Congress will do well to keep in mind the words of President Eisenhower, contained in his address to the American Federation of Labor Convention in 1952—

"MUST BE CHANGED"

"I have talked about the Taft-Hartley Act with both labor and industry people. I know how the law might be used to break unions. That must be changed. America wants no law licensing union-busting, and neither do I."

Even the late Senator Taft saw the injustice in these provisions and introduced corrective amendments as early as 1949—to no avail.

One of the chief targets of those interested in seeing that justice is done under Taft-Hartley is that provision which denied to the striker the right to vote in a National Labor Relations Board election. This provision, in spite of the opposition of all fair-minded people, remains in

the statute books as the "law of the land," and is being used repeatedly to deny to working men and women their right to be represented at the bargaining table by the unions of their choice. Here is how the unscrupulous employer can rid himself, not only of the strikers, but also of their union:

ACTIVITY RECOGNIZED

Under Taft-Hartley, strikes are purported to be one of the types of concerted activity recognized and protected. Workers who strike, however, may find themselves without jobs to return to. If the strike arises from unfair labor practices committed by the employer, the strikers are entitled to reinstatement during or at the termination of the strike, even if the employer has hired replacements during the strike.

However, if the strike is not provoked by unfair labor practices, but is, instead, a so-called "economic strike," the strikers are entitled to reinstatement *only* if the jobs they left were not filled during the strike. Thus, if at the expiration of a collective bargaining agreement, a strike is called for higher rates, shorter hours and improved working conditions, the employer by hiring "permanent" replacements can deny reinstatement to the lawful strikers.

To make matters worse, the employer can then petition the National Labor Relations Board for a representation election and under the pro-

visions of Section 9(c)(3) of Taft-Hartley, the economic strikers will not be permitted to vote at the Board election. With only the votes of the strikebreakers to be cast, the old Union can be decertified, and either a no-union vote secured or a union friendly to the employer certified.

A recent case before the National Labor Relations Board involving a Teamster local, illustrates the devastating effect of this provision.

On December 13, 1954, the National Labor Relations Board certified Local XX as the exclusive bargaining representative of the Employer's employees. Thereafter, the parties entered into a collective bargaining agreement which terminated on December 13, 1955, upon notice duly given by the Local. The parties then engaged in contract negotiations until May 24, 1956, when the employer advised the Local that it no longer recognized the Union as the representative of its employees. On May 25, 1956, the employer filed a petition with the Board for an election in the certified unit. On May 28, 1956, the Local called a strike, at which time the employer employed 20 or 21 employees in the unit, all of whom joined the strike.

At the time of the hearing, which was held on August 2, 1956, the employer employed 10 employees in the unit, none of whom were employed at the time the strike was called. The employer asserted that the replacements were all permanent employees and this assertion could not be disputed by the Union. Nor could the Union contend that the strike which began on May 25, 1956, was an unfair labor strike.

FACED WITH DILEMMA

The Local was faced with this dilemma—if the employer's petition was granted and the election held, the Union was sure to lose its certification, as the strikebreakers would vote overwhelmingly against it. On the other hand, the only other course open to the Union would be to assert that it represented none of those whom the employer regards as permanent employees, and that therefore a representation election was unnecessary. The Local decided on the latter course. The Board sustained the Local's contention that

there then existed no question concerning the representative of the employees and dismissed the petition filed by the employer.

However, in view of the Union's disavowal of its status as a majority representative, the Board found that it would be inconsistent with good practice to permit the Union's certificate to remain in existence. In considering this case it should be observed that had an election been ordered by the National Labor Relations Board, the strikers would not be allowed to vote and decertification of the Local would have surely resulted. By asserting that it represented none of the replacements, the Local avoided the one-year freeze that would follow the election, and was able to immediately take steps to organize the replacements. The union busting tactics of the unscrupulous employer are apparent—he not only got rid of the lawful strikers, he was also able to have decertified their exclusive bargaining representative.

AMENDMENT OFFERED

As noted above, early in 1949 Senator Taft recognized the hardship this provision worked upon labor unions. At that time he offered an amendment which would permit both the replacements and the economic strikers to vote in a National Labor Relations Board election. This would lead to a situation where there would be more votes cast than there were jobs.

Moreover, it would seem to be almost elementary that in any strike, it is the strikers and not the strikebreakers who have the greater stake in the jobs and the greater claim as employees. It is the strikers whom the law should protect, not the strikebreakers. The law should recognize that the replacements are simply temporary employees who have no status after the strike is settled and the dispute resolved.

It is urged that the Congress proceed forthwith to amend the law so that economic strikers, rather than replacements shall be permitted to vote in all National Labor Relations Board elections.

TALLAMY WILL BOSS BIG ROAD PROGRAM

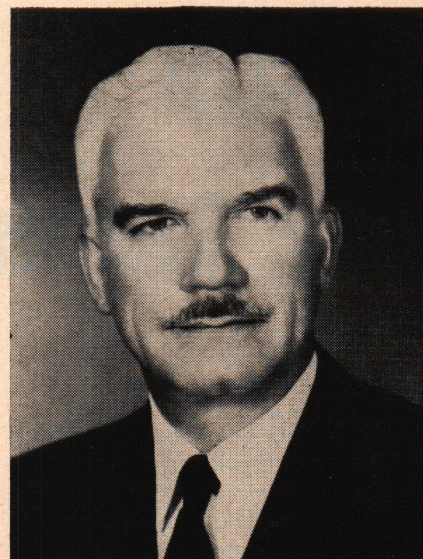
Bertram D. Tallamy will be history's biggest roadbuilder. At least Mr. Tallamy who is leaving his job as chairman of the famed New York Thruway Authority to become Federal Highway Administrator will be confronted with the job of bossing the new \$33-billion Federal interstate highway construction program. He will begin his big task this month in Washington.

Riding herd on big construction jobs will be no novelty to the New Jersey born, New York-educated engineer. Nothing like the magnitude of the National Highway Program has ever been attempted, however. Undoubtedly a number of problems never hitherto faced by engineers will become evident as the plans advance from blueprint to field action. He was appointed by President Eisenhower following high praise from public officials, citizens' groups and engineers.

Tallamy comes from the big Thruway Authority project where he held the post of chairman. He was named to the Authority in 1950. He brought to the Thruway job an extensive background of engineering, planning and administrative experience.

His private engineering firm specialized in municipal water systems, dams, sewage plants, subdivisions, housing, highway and street construction. In 1937 Tallamy was made chief engineer of the Niagara Frontier Planning Board. Here he was responsible for planning the Buffalo-Niagara Falls section of the state's thruway system as well as an expressway from Buffalo through Lackawanna.

In 1945 Mr. Tallamy became deputy superintendent of public works where he coordinated the state's multi-million-dollar post war construction program. Studies under his supervision form the basis of New York's \$3 billion highway program.



BERTRAM TALLAMY

The Thruway Authority was created as a result of a plan by Mr. Tallamy to finance the huge cross-state thruway by creation of a public authority to build the entire expressway system. The overall plan of the Thruway Authority was to complete the superhighway in the shortest possible time. As chief executive of the new agency Mr. Tallamy executed the tremendous task of organizing the staff for the preparation of plans, administration and actual construction work.

He is a member of numerous professional and engineering societies and has been honored for his work in engineering and administration. In his new task the Federal Highway Administrator will be working with Federal and state officials and with numerous private concerns holding contracts for construction.

Tallamy, when the appointment was announced, was called by a cabinet officer "one of the world's greatest builders of roads" and a man having a . . . "unique combination of talents which means full understanding of government-industry highway practices and proven experience in cooperation with state highway departments."

Local 781

(Continued from page 16)

Walgreen men and women for their cooperation. "We've made no phony promises," they said. "Walgreen workers are smart enough to know what they want. . . . The ideas of us all . . . in every department . . . will go into the contract changes we all want."

"By electing Local 781 as our bargaining representative we will finally have an organization of which we can all be proud."

News stories on the election were broadcast on WCFL, the Chicago Federation of Labor radio station, before the balloting.

"Harry Bridges used his top hatchet men in attempting to hold this last island of his empire in the Chicago area," said Bernstein and Kilroy, "but the rank-and-file committee was wiser than the ILWU high pressure publicity squad. Our committee considers the 138-to-110 victory a resounding triumph, since they had to overcome influences developed in 16 years of the ILWU in the plant."

"The officers of Local 781 learned a lot in this campaign from the Walgreen workers. We are proud to have their confidence, and we realize that we must provide them with sound and effective leadership. With the fine spirit of the people in the plant and with the assistance of Joint Council 25 and the International Union, we know we will bring to the Walgreen workers the contract improvements they want."

Outlook Bright

(Continued from page 11)

mates that these items accounted for \$60 billion last year. New work accounted for \$44.1 billion and maintenance and repair for \$16.5 billion.

Consideration of construction is important in surveying future economic possibilities because this industry is the largest single production activity, accounting for 15 per cent of the gross national product of the country and about 14.5 per cent of total employment.

Teamsters have a vital stake in construction and its construction locals and those with construction

Mr. Church Goes to Washington

(Continued from page 8)

serge suits, the freshman Senator can protect himself from the page-boy jibes. He is serious about problems which affect his constituency. He is a member of the important Interior and Insular Affairs Committee as well as of the Committee on Post Office and Civil Service.

He has an understandably keen interest in such problems as power, water, flood control, conservation and mining. Although he has attracted considerable publicity in Washington as a young Senator, he is determined not to be a "character." He is serious and while he likes fishing and hunting, he isn't going to have too much time for these diversions. As a serious and thorough student of public problems, he will have plenty to keep himself busy. He has already attracted attention of some of his elders and promises to be a shining light among the new generations of leaders among the Democrats on Capitol Hill.

and building materials drivers have an anxious eye on all phases of the building problem in their areas. The AGC sees a continuing problem in the protracted tight money policy of the government. There appear to be heavy backlogs of construction requirements all over the country. If these wants are filled, construction will contribute markedly toward a good year.

Housing is one area in which there appears to be doubt. The AFL-CIO has already announced that it will plump for an expanded housing program and should these efforts be successful, the construction picture should brighten considerably.

What Congress will do in the way of public works expenditures will also have a strong impact on the economic health of 1957. In the meantime, Teamsters are, like other members of the community, hoping that the high level of activity continues and that the good wishes given at the beginning of 1957 for a prosperous New Year will be realized in the months ahead.

When Church came to Washington, he selected an all-Idaho staff including John Carver, Boise lawyer; Wade Fleetwood, Boise teacher and Northwest historian; Ed C. Brennan, Pocatello hardware store manager, and Prof. Wade Hower of Boise Junior College. The distaff side of the staff includes personnel from Idaho also.

Senator Church married Bethine Clark, daughter of Chase A. Clark, a Federal district judge and former governor of Idaho. The Churches have one son, Forrest, aged 8.

As he goes about his business in the Senate Office Building, one characteristic which appears to attract attention is this: he likes being a Senator. He has no pretense nor any false modesty or assumed boredom or stuffy seriousness. He is young, conscientious and anything but a political stuffed shirt. We will hear a great deal by and about him before he completes his first term.

Commandments

(Continued from page 22)

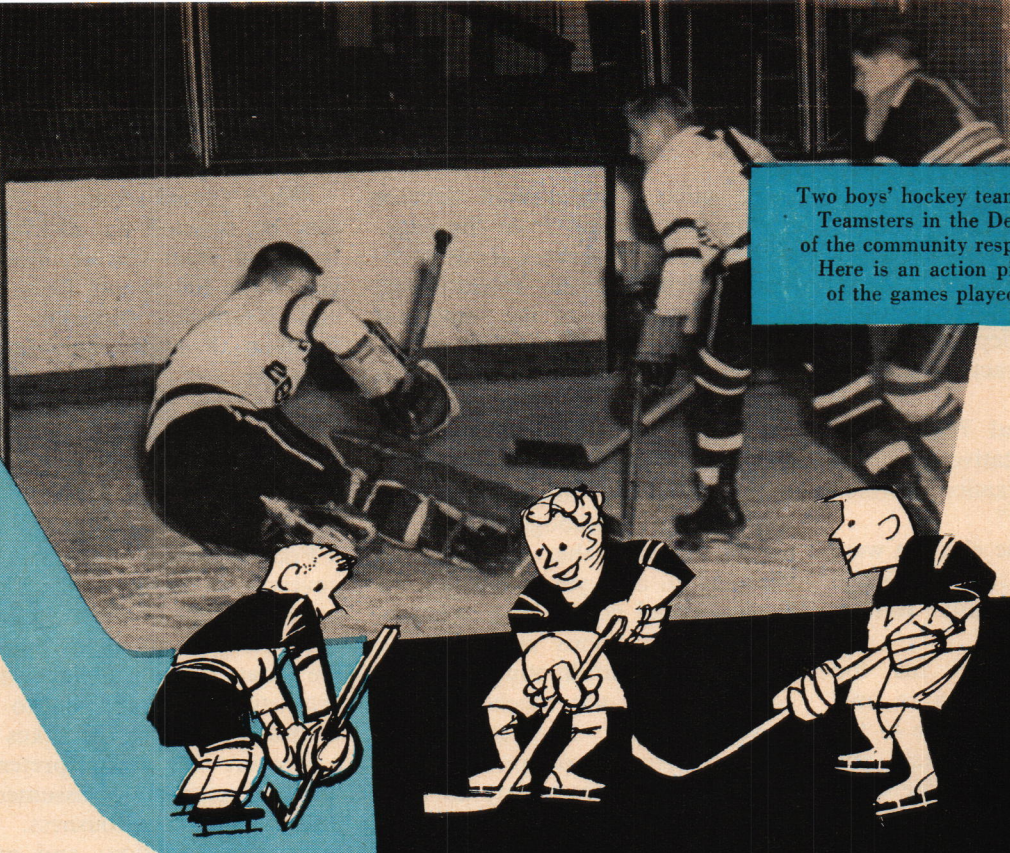
scenes work of some of the mammoth slave scenes in the building of Pharaoh's Treasure City.

Forty 35-ft. semi-trailer loads were required in hauling props from locations to the studio.

In addition, 30,000 Teamsters' man-hours were tallied by wranglers (members of Local 399) employed in caring for and handling livestock of various descriptions, particularly for the Exodus sequences. They were at work months before the picture started shooting on the Paramount lot in the spring of 1955 and worked through conclusion of major filming on August 13, 1955.

Pre-production work included such operations as breaking in horses for the Pharaoh's chariot pursuit of the Israelites, and caring for camels and water-buffalo.

In the over-all production, Teamsters were employed beginning in 1954 until work was finished.



Two boys' hockey teams are sponsored by Teamsters in the Detroit area as part of the community responsibility program. Here is an action picture during one of the games played by sixty teams.

Detroit Teamsters Sponsor

YOUTH PROGRAM ON ICE

DETROIT Teamsters are sponsoring an unusual youth program through one of America's fastest sports—ice hockey.

Two teams of youngsters of the junior age are sponsored by the Teamsters in the Detroit recreation department's league. This is a big league with some 60 teams, said to be the largest hockey league in the U. S.

Each team has 18 boys on its roster. The recreation department has three classifications of boys in its hockey league: seniors, juniors and "pee wees." Various age groups have been sponsored during the ten or so years Teamsters have been active in this program. This year both teams are juniors—14-15-year-olds.

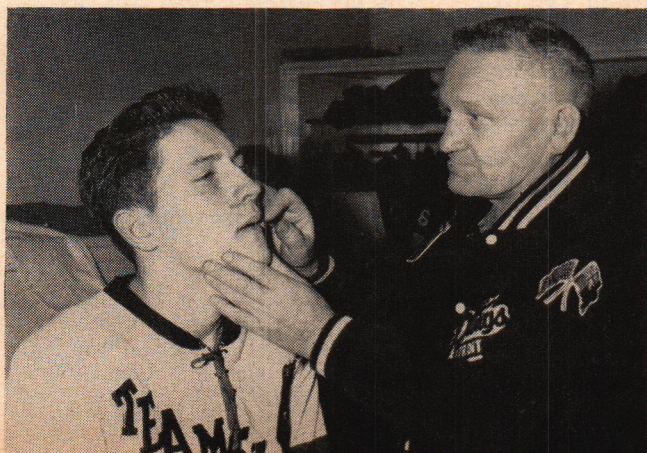
Detroit is the home of the Red Wings which won seven consecutive league championships, 1949-'55. The

brilliant success of the Red Wings has helped make Detroit the hockey capital of the U. S. A.

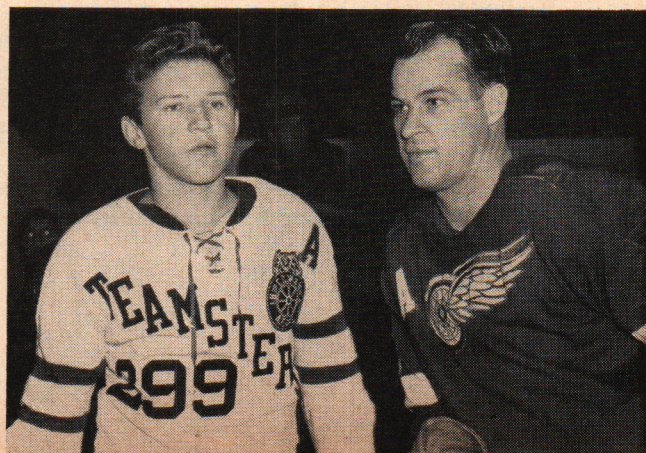
Although they are busy in the highly competitive business of professional hockey, Red Wing players are never too busy to help the youngsters. Many a Teamster hockey player has profited highly from the instruction given by the big league players. The ambition of these Teamster-sponsored youngsters is themselves to graduate into the Red Wings or some other team in professional hockey.

The boys themselves both appreciate and enjoy the relationship with their sponsors. Last spring when Vice President James R. Hoffa was honored at a testimonial dinner, one of the events he most enjoyed was receiving a plaque from the Teamster youth hockey teams.

The best coaching and attention are given the fledgling hockey stars. Here first aid for minor nick is applied.



A young Teamster player has his photograph made with the renowned Gordie Howe, celebrated Detroit Redwings star.





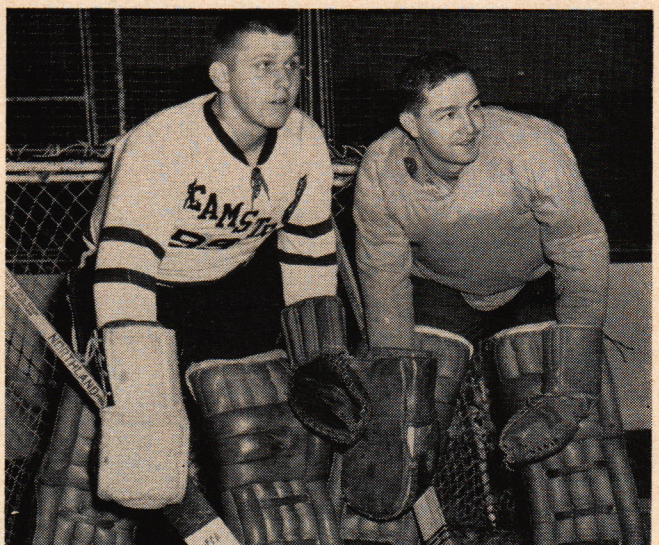
A plaque of appreciation was given Vice President James Hoffa by young hockey players at his testimonial dinner.



General Manager Jack Adams huddles with one of the three hockey teams sponsored by Teamsters before start of game.

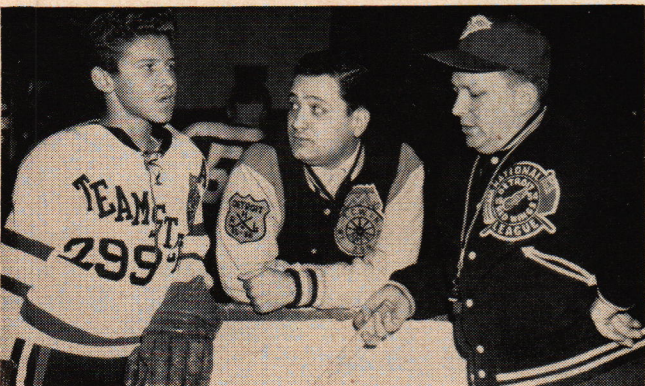


Ross Wilson, famed Detroit Redwings trainer, tells the Teamster hockey players about formations to give goals.

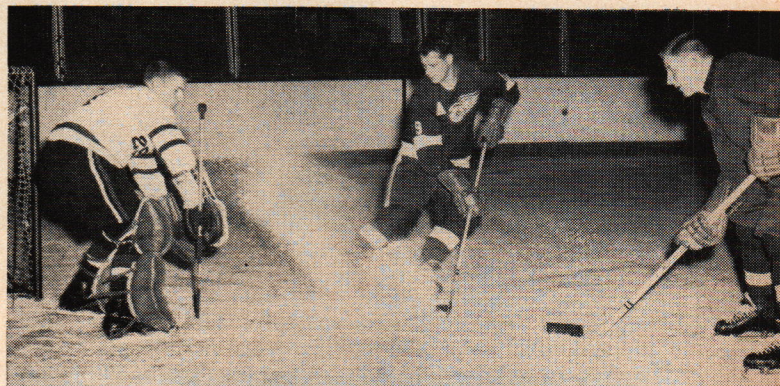


Redwings goalie Glenn Hall gives defensive points to young Jimmie Hoffa, who takes an active part in program.

Below: The assistant captain confers with Chuck O'Brien, manager, and Jim Skinner of the Redwings during contest.



Below: During practice session, Teamster goalie is put through intensive drill by seasoned Redwing performers.



TEAMSTER TOPICS

Honored at Dinner

Representatives of labor and management paid homage to Local 272 President Harry Jacobson at an annual Joint Defense Appeal dinner in New York City recently.

Jacobson, president of the Union of Garage Washers and Polishers local, was honored for "outstanding service in behalf of human rights" for the part he played in numerous civic and philanthropic causes, including the Police Athletic League, the March of Dimes, Red Cross and



the United Jewish Appeal and Federation.

Leon Greenbaum, board chairman for the Hertz Car Corporation, lauded Brother Jacobson at the dinner "for his devotion in promoting the welfare of the community."

This dinner," Greenebaum stated, "has offered his many friends and associates the opportunity of acknowledging publicly the esteem and admiration in which they hold Mr. Jacobson's enduring contributions to a better community."

The dinner was sponsored by the Transportation and Garage Industry in behalf of the Joint Defense Appeal, fund-raising arm of the American Jewish Committee and the Anti-Defamation League of B'nai B'rith.

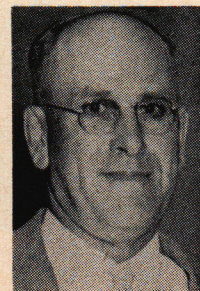
Charter Member Feted

Local 74 charter member Dave Taylor was especially honored at the local's 20th anniversary banquet in Minot, N. Dak., recently.

Brother Taylor was guest of honor at the festivities because of his long and faithful standing with the International. Also, Dave is the only remaining dues-paying charter member of Local 74. He has been driving for nearly 30 years with the same company, compiling a record-breaking 2,750,000 miles with only two minor accidents.

During his long tenure with Local 74, Brother Taylor served three terms as president and five terms as trustee. The latter office he still holds on the local's executive board.

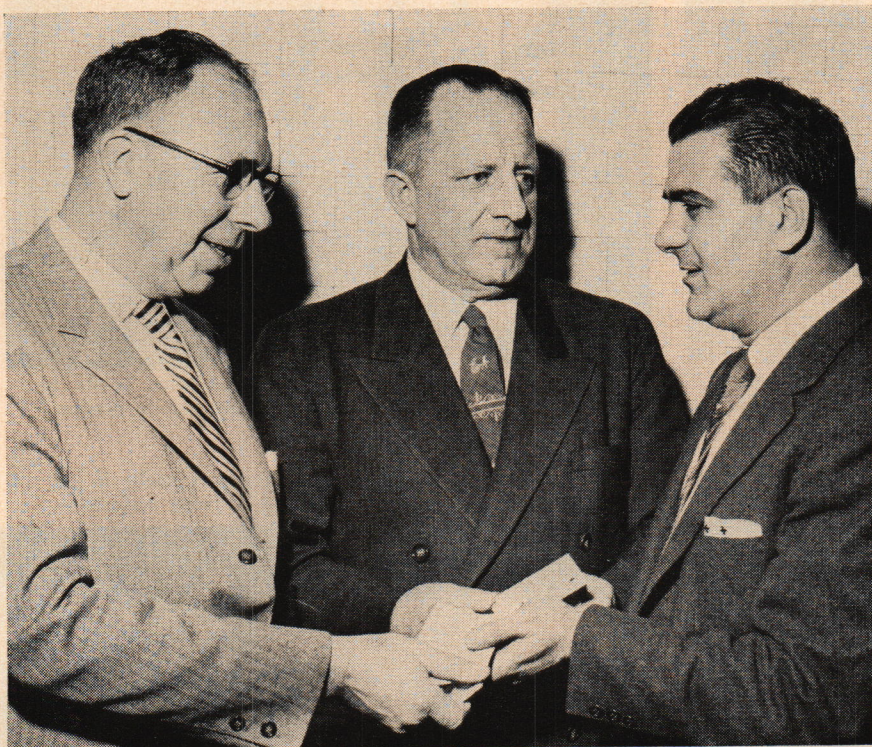
At the conclusion of the banquet, Business Agent Sylvan Hubrig presented a pen and pencil set to Brother Taylor on behalf of the members of the Local.



Assists Retarded Boys

Local 469 President Thomas J. Kelly was recently unanimously re-elected president of the New Jersey Association for New Lisbon Boys. This Association cares for 1,300 retarded children housed in New Lisbon Colony near Perth Amboy, N. J.

During the past five years, President Kelly has been unselfishly dedicated to the welfare of these boys. Through his efforts, their lives have been made fuller and happier, and they have come to enjoy a few of the pleasures of life which were completely unknown to them before he took an interest in the non-profit colony.



The \$500 worth of tickets purchased by Camden, N. J., Local 676 went a long ways towards making Christmas a pleasant reality for needy children and families in the area. Local 676 Secretary-Treasurer Adolph Lehr (left) and Local 676 President Frank Weaver (right) are shown presenting 500 basketball tickets to Camden High School Athletic Director Bill Palese. The local purchased tickets to assist the *Frank H. Ryan Drop-A-Buck Club* meet their quota and supply the needs of forsaken men, women and children.

Through Brother Kelly's efforts, a television set has been supplied for each of the 24 cottages; he has provided TV sets for the hospital and the school house; raised money to purchase \$1,000 in electric shavers for the older boys; was influential in supplying a bus to take the boys on area sightseeing trips and has been instrumental in giving the boys and their families an annual picnic.

For this singular act of charity, Brother Kelly is revered and esteemed throughout the state by relatives and friends of these boys to whom he has dedicated a full measure of his time and talents.

Charles Wurtzel, vice president of the Association, says that "there isn't a boy in the New Lisbon Institution, or a member of the Staff, who doesn't know Tommy Kelly. He never visits the institution without seeing that every boy receives a special treat of candy, fruit, clothing, or perhaps even a radio or electric train."

Pittsburgh Hero Cited

John Meinhardt, a member of Pittsburgh Local 273, has been nominated for a Carnegie Hero award for his actions in moving a flaming cargo of high octane gas from a congested area.

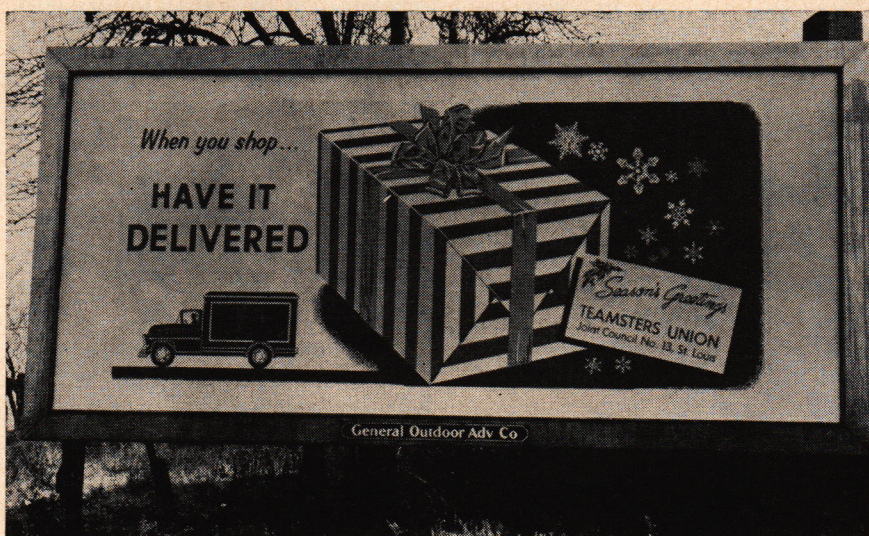
One day last year, Meinhardt was syphoning part of his 3,000-gallon cargo of high test gasoline into an underground storage container at the garage plant of the Harrison-Shields Transportation Line. The combined refinery and warehouse is located in the heavily residential section of Lawrenceville.

As Brother Meinhardt checked the hoseline from his truck to one of two large storage tanks, making certain that the operation was progressing satisfactorily, one of the receiving tanks suddenly overflowed. A river of the lethal fluid flowed across the concrete floor and splashed in a wave against a smoldering coal stove.

The flames quickly enveloped a heavy trailer-truck inside, exploded through the entrance doorway, setting fire to Meinhardt's truck.

Almost instinctively Meinhardt reached through the searing flames and closed the truck's outlet valve,

Teamsters Sponsor Ads, Christmas Parties



Teamsters Joint Council No. 13 for the past two years has turned to outdoor billboard advertising during the Christmas season to emphasize our "Have It Delivered" campaign. This year, the Teamsters in St. Louis sponsored a total of 48 boards, posted by General Outdoor Advertising Co., which declared: "When You Shop, Have It Delivered," and concluded with "Season's Greetings—Teamsters Union, Joint Council No. 13, St. Louis." Although design embodies the Christmas spirit, the words convey a year-round message.



Members of Local 539 entertained nearly 2,000 children at separate Christmas parties during the past holiday season. Children from the neighboring towns of Staunton and Winchester in Virginia's Shenandoah Valley participated in the parties. President Earl Kurtz, Secretary-Treasurer W. N. Swiggert and Recording Secretary J. L. Thompson in conjunction with employees of four local transport companies served as Santa's helpers.

temporarily sealing off the gasoline. He then boarded his blazing machine, and sent it lurching from the garage. His first thoughts were to drive the flaming truck into the Allegheny River, two blocks from the plant. However, the only entrance to the river was found to be blocked by a mountain of coal being readied for a loading chute.

He then swerved sharply down a track siding and stopped in a clearing as a construction worker came running up with a mobile chemical fire extinguisher which Meinhardt used to extinguish the flames.

For this singular act of heroism, Meinhardt's brothers in Local 273 believe this man to be a No. 1 candidate for the Carnegie Hero award.

Agreement Covers 20,000

A new era in labor relations began the new year for some 20,000 Teamsters in the southeastern Pennsylvania and surrounding area following successful three-month negotiation of the agreement.

The new agreement includes Locals 107 and 470, Philadelphia; 678, Camden, N. J.; 331, Atlantic City, N. J.; 312, Chester, Pa.; 384, Norristown, Pa., and Local 107 branch at Wilmington, Del. Raymond Cohen, secretary-treasurer of Local 107, headed the union's negotiating committee.

Provisions of the new agreement include a three-stage wage increase beginning January 1, 1957; a pension program; three weeks' vacation after 10 years—this will cover about 65 per cent of the members, it is said; a day off for a member when there is a death in the family, and provision for an additional holiday over and above the present seven holidays now in force.

One of the unusual attributes of the negotiation was the fact that the state's attorney general, Thomas D. McBride, represented the Teamsters in the parley. Bernard G. Segal represented Motor Transport Labor Relations, Inc., representing 300 of the largest operators in the area covered by the pact.

The extended negotiations were concluded early the morning of December 29 in a 21-hour marathon session. The agreement was ratified by the members following the negotiation by the committee.

P. O. Safety Campaign

The Post Office Department has enlisted 65,000 vehicles and more than 90,000 drivers in the new national safety campaign—"Back the Attack on Traffic Accidents"—Acting Postmaster General Maurice H. Stans announced recently.

In addition to enrolling this fleet, the nation's largest, in this unique new safety effort sponsored by the President's Committee for Traffic Safety, together with 93-member organizations of the Traffic and Transportation Conference of the National Safety Council, the Post Office De-

partment is calling on more than 37,000 postmasters and its other officials over the nation to take leading roles in this campaign.

The "Back the Attack" drive was launched by President Eisenhower on December 1, 1956, and it will continue throughout 1957, as a direct attack on the nation's traffic death toll—now at an all-time high.

The new campaign, while it is another special emphasis safety effort—such as the "S-D Day" and the "Slow Down and Live" drives—is unique in that it delegates the responsibility this time for the development and operation of local safety programs back to local communities, Mr. Stans pointed out.

Teamster "Mag" Great

Bellflower, Calif.,
October 29, 1956.

DEAR MR. BECK:

My father gets THE INTERNATIONAL TEAMSTER. And I think it is a great mag.

My father gets a book every month—it has never failed to come.

It covers all the important strikes, news, and of course the laugh load section which everyone enjoys.

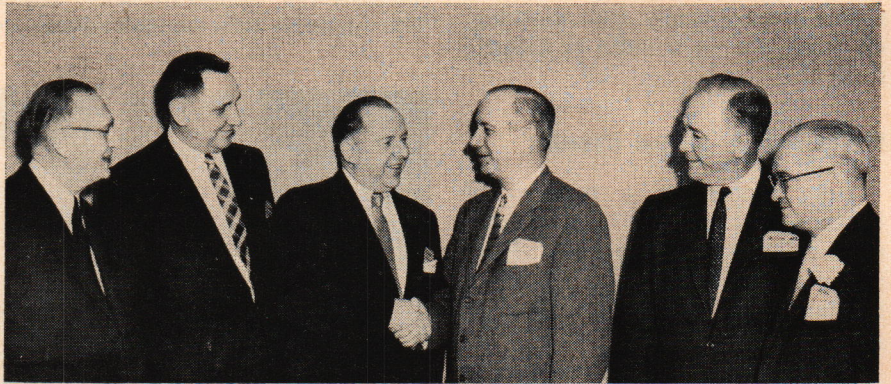
My mother and father both get mag. from where they work and they are not as interesting as yours.

Sincerely,

SHARON KNUPP.

P. S.—Keep up the good work.

Chicago Educators Honor Unionists



Benjamin C. Willis, General Superintendent, Chicago Federation of Schools, congratulates Thomas Haggerty (left), Local 756, for the cooperation unions have manifested within the ambit of the Chicago public school system. Also shown are (left to right): William L. McFetridge, President of the Building Service Employees Union; Raymond W. Pasnick, United Steel Workers of America; William A. Lee, President, Chicago Federation of Labor; and John L. Jones, dinner committeeman. Two Teamster officers were honored.

Representatives of organized labor affiliated with the Chicago public school system were honored recently at an annual Mid-Winter Christmas dinner.

David O. Sark, President State and Municipal Teamsters; Local 726, and Joint Council President Raymond J. Schoessling sat at the speakers' table.

This, the Nineteenth Annual Dinner of the Guilford-Waters Club, paid homage to the men and women of organized labor who have contributed selflessly towards maintaining a healthy and efficient public school system.

The theme of this year's annual

banquet honoring unionist who contributed toward the proper functioning and maintenance of Chicago's public school system was: "In honor of labor leadership within the Board of Education." Representatives of 24 of the 26 unions operating within the school system were praised by those gathered for this purpose.

The assemblage particularly commended two members of the Board of Education representing union labor. They were: Thomas J. Haggerty, Secretary, Milk Drivers' Union 756, and Raymond W. Pasnick, Midwest Representative, Publicity and Education Director, United Steel Workers of America.

WHAT'S NEW?

Low-Speed Buffer At Very Low Cost

There is a new low-speed buffer currently being marketed that is said to make any tire or tube repair hold better. Very low in cost, this buffer requires only a light pressure against a surface for a good buffing job. According to the maker, rubber surfaces won't be scorched and the low-speed buffing it provides eliminates deep cuts or grooves. A new swivel clamp that holds the patch firmly in place is also distributed by the same manufacturer.

Equipment Tested While in Operation

A new series of test equipment is now on the market that is designed to measure ignition advance, engine speed, temperatures, and vacuum while vehicle is still in operation. Obtainable as a set or as individual units, the series consists of spark advance, tachometer, temperature and vacuum units.

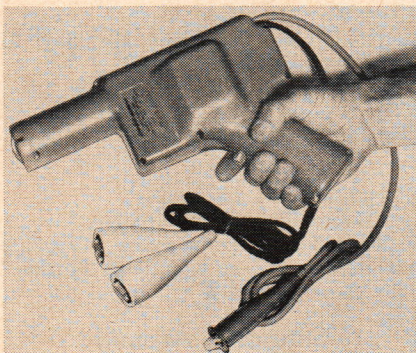
Versatile Service Of All-Angle Vise

Three separate adjustments for angle set-up, featured in a new vise, make for a quick, easy set-up for any difficult compound angle milling, drilling, grinding or reaming. The swivel base of this all-angle vise is graduated 360 degrees for all horizontal positions and the vise may also be set on its side from 0 to 90 degrees.

Advances of Automotive Power Timing Light

A power timing light featuring a number of advantages and innovations is being introduced to the trade by a Chicago firm. The unit consists of:

(A) A case that is unbreakable and impact proof. Made of a new plastic discovery, the toughest known, the case comes in flaming red and resists oil, gasoline and grease. Overall length—11 inches. The non-slip balanced grip mounts the touch-switch located for convenient operation by the "trigger" finger. The unit is one pound lighter than former models.



(B) Easily replaced flash-tube, filled with Zenon, the most efficient light producing source, according to the maker. This tube produces a light beam at least 35 per cent more intense than other timing lights, one which easily stands out in sunlight.

(C) Two leads, 50 inches in length, black, resistant to grease and oil, and with large vinyl covered clips. These insulation covers are canary yellow in color while one 50-inch neoprene lead is rose in color with a red insulator cover.

(D) A touch switch for which the pressure needed is so slight that the user never experiences finger fatigue. Should the user require the light to flash continuously, an ordinary rubber band slipped over the touch-switch button will operate the light independently of finger pressure.

Range of Service in Welding-Cutting Set

A choice of 9 head sizes to weld from 32 gauge to $\frac{3}{8}$ -inch thicknesses is offered in a new welding and cutting outfit designed for work on auto bodies, fenders, radiators and for general sheet metal work. Standard equipment for the set includes three heads and one nozzle, but there are three nozzle sizes for the cutting attachment which will cut steel up to 2 inches thick.

Peak Performance with Exhaust Gas Tester

An exhaust gas tester is now available that quickly and simply checks engine combustion efficiency at all speeds and permits quick, accurate adjustments to the carburetor for best engine performance and peak gas economy. Operating on dry cell batteries which make it ideal for road testing, the unit features a four-colored dial, marked for road test and idle.

Caps Keep Grease Fittings Clean

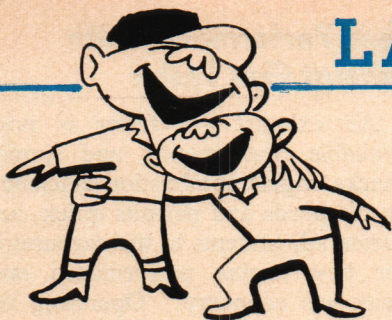
Grease fittings can be maintained clean and dirt-free between lubrications by means of a line of grease fitting caps manufactured in Ohio. Compact and plastic, these caps can be snapped over any standard grease fitting and are available in four bright, attention-giving colors which effectively "flag" hard-to-find grease fittings. These caps can also be used to advantage to mask grease fittings during spray painting.

Prefabricated All- Aluminum Body Kit

A nationally-known aluminum firm is now marketing a line of prefabricated all-aluminum truck body kits. Two men using wrenches as their only tools can assemble a complete shell for these standard lengths of 12, 14, 16, 18 and 20 feet. The kits are shipped in five subassemblies: roof, 2 sides, front and rear assembly.

Melter Is Harmless To Pavement, Metals

Neither pavement, metals or vegetation will be harmed by a new chloride-free ice and snow melter announced recently from Cleveland. Said to contain neither calcium nor chlorides, the material is prismoid in form and, according to the manufacturers, will not corrode aluminum or other metals. Ton bags are packaged in 100-pound ICC approved shipping bags and it is also available for shipment in hopper cars or dump trucks plus 100, 200, 300 and 500-pound fiber drums.



LAUGH LOAD

Played It Safe

"Tell me, to what do you attribute your remarkable longevity?"

The Texan thought for a moment and then he spoke gravely: "Well, I never stole a horse and I never called a man a liar to his face."

★

Too Late Now

Man (in police station)—Sergeant, I found the wallet I reported stolen the other day in my other pants.

Sergeant—Too late. We caught the thief yesterday.

★

Good Suggestion

"Dear ———: Four years ago my husband went to get some steak sauce and never returned. What should I do?"

Answer—Try using tomato catsup.

★

Pretty Good Now

Visitor—And what is little Willie going to be when he grows up?"

Mother—I'm not sure, but from the look of the wallpaper and everything else he touches I think he'll become a fingerprint expert.

★

How's That Again?

A pessimist is someone who is unhappy thinking how unhappy he would be if he were unhappy.

★

Just for That . . .

Pretty teacher: "If you make another mistake in grammar, I'm going to keep you after school."

Junior: "You ain't neither."

★

Sweet Sorrow

We used to hear about men who parted from their money in the stock market. Nowadays, they leave it in the super market.

★

In Theory Only

Legally the husband is the head of the house, and the pedestrian has the right of way. Both husbands and pedestrians are fairly safe until they try to exercise their rights.

Don't Blame Me

The teacher was a blustering man who kept his pupils in an almost constant state of uneasiness.

"Tell me," he barked at a small, timid boy, "how can you prove that the earth is round?"

"Please, sir," answered the boy, "I didn't say it is round."

★

An Old One

"It looks like rain."

"Not here in California."

"Look at those clouds up there."

"They don't mean a thing. They are just empties coming back from Florida."

★

Shopping Around

The lady's husband had been missing more than a week, and she asked a friend to go with her to the Missing Persons Bureau. There she described him as "tall and handsome, with black hair and pretty white teeth."

Her friend gasped, "Why, you know your husband is short, fat and bald and hasn't a tooth in his head!"

"Sh-h-h," shushed the wife, "I know, but who wants that back?"

★

Dense Dennis

Blonde: "My boy friend is very obtuse."

Redhead: "Meaning what?"

Blonde: "Well, when I drop a hint, I have to tie a bell on it."

Sure Practice

The editor of a Wisconsin newspaper says that his father had eight sons and all but one of them became editors. The exception became a doctor, who treated his brothers for ulcers.

★

Strictly Literal

A mother, her arms filled with groceries, got on a bus with her daughter about five. The girl had the fare and dropped it in the fare box, then seemed to feel that a word of explanation was in order. "I'm paying the money," she told the driver in a voice clearly audible at the back of the bus. "My mother is loaded."—*Milwaukee Journal*.

★

Bum's Rush

A quick-witted bus driver had on board an offensive drunk. As they pulled away from the bus station, the drunk started to insult everybody. Turning to him, the driver said: "Behave yourself, buddy, or you don't go to Washington on this bus."

"Washington!" exclaimed the offensive one, "I want to go to Boston!" He clambered out with a burst of profanity.

The driver started his motor and the bus swung out—to Boston.

★

Long Trip

A doctor asked a woman patient her age.

"I never tell anyone my age," she answered coyly. "But as a matter of fact, I've just reached 21."

"Indeed," said the doctor, "and what detained you?"

★

Just in the Way

An old bachelor lived alone for years. Finally, he took a bride but after a few months she left him. The bachelor took it philosophically. "Anyhow," he remarked, "she was always getting in the way when I was cooking."

★

Some Comedown

A discharged vet wrote to a buddy still overseas: "After being discharged, keep your uniform on as long as possible. I got my discharge, came home a hero, took off my uniform, and now look at me! All I am now is my wife's husband again."

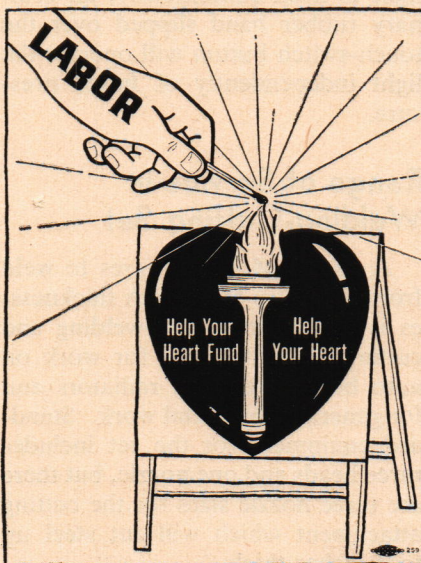
★

Double Dilemma

First Homemaker: "My husband has a few little habits that I dislike."

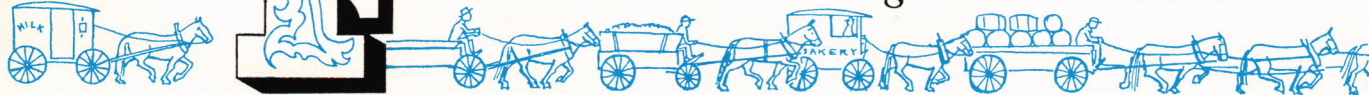
Second Homemaker: "You are lucky. My husband has a split personality and I dislike both of them."

Lighting the Way



FIFTY YEARS AGO

in Our Magazine



(From Teamsters' Magazine, January, 1907)

STILL A PROBLEM

Migrant labor was a problem during 1907 as it is today. Now we are concerned with "wetbacks"; yesterday it was "Chinese slavery on the Panama Canal."

A resolution was reprinted as adopted by the Japanese and Korean Exclusion League of San Francisco which condemned the use of 2,500 Chinese laborers "under conditions virtually amounting to involuntary servitude" (and) as a "violation of the Chinese Exclusion and Alien Contract Labor laws. . . ."

STRIKE TWO-EDGED SWORD

Charles Dold, general president of the Piano and Organ Workers, wrote what our magazine considered a classic treatise on "Strikes Wise and Unwise." Says Brother Dold: "The man who enjoys a strike is a fool; the man who refuses to strike is an ass." Dold considered the strike a "two-edged sword that should not be made use of except as a last resort." He warned members to rally, however, against those who would force a strike upon their members and to "fight until victory, defeat or mutual agreement ends the struggle."

BEATS MOTHER'S KISS

What is more soothing than a mother's kiss? "Mrs. Winslow's Soothing Syrup" according to an ad in the January Teamster. The syrup was advertised as a panacea for unruly children ("it soothes the Child"), softening gums, allaying all pain,



curing Wind Colic, and is the "best remedy for Diarrhea."

CARDINAL CHAMPIONS LABOR

Over two pages of the February Teamster was devoted to an article by James Cardinal Gibbons, champion of the workingman in this country.

The Cardinal's words on the right to organize seem as appropriate today in the face of onerous restrictions such as Taft-Hartley as they were 50 years ago. Asks the Cardinal:

"When capitalists combine themselves into corporations, why should not laborers combine into trades unions? It would be as unjust to deny workmen the right to band together as it would be to withhold from capitalists the privilege of forming themselves into syndicates. Abuses creep into unions, just as corporations sometimes unwarrantably crush weaker rivals; but it is not because of such evils that we have the right to forbid organization to either the capitalist or laborer."

HAD MANAGEMENT'S NUMBER

Before you could say "number please" a strike was called and won by the telephone girls of Staten Island, N. Y. The strike was labeled the "shortest on record."

"Thirty-three operators were involved and the actual time consumed in filing complaint, having same refused, declaring strike, gaining demand was a fraction less than one minute.

"The girls asked for the reinstatement of one of their number, whom, they claimed, had been unjustly dismissed. The management refused. The girls left their places and started for their wraps. In half a minute the big switch-board was humming with the unanswered calls of frantic customers. The manager decided to reinstate the discharged girl, whereupon the others resumed their places.

.. "Girls," said one of the number, 'that took less than one minute by the clock.'"

SOUTH CONSISTENT

Apparently the South has maintained its horse and buggy ideas on unionism. Today 10 southern states prohibit any type of union security clause through the machinations of the "right-to-work" laws.

Here is an appraisal of the southland attitude as our magazine observed 50 years ago:

"The real reason why Southern capitalists are attempting to scuttle the anti-contract labor law and import hordes of cheap foreigners is cropping out. They fear the growth of unionism and are constitutionally opposed to paying decent wages.

"Captain Robert Holden, of Pittsburgh, has been investigating factory employment and the labor situation in the South. He says it is not true that there is a scarcity of labor in the South. There is an abundance of workers, but the mill owners will not pay a living wage and the men refuse to work for less. According to Captain Holden, the workers of the South are beginning to exercise the power of unionism."

EVERY MAN'S LEGACY

The high cost of living is apparently not a child of the Atomic Age.

"The steady increase in the cost of living is being generally discussed these days. When we take a look backward over sixteen years and find that food, fuel and clothing have so materially advanced, while the cost of production in everything outside of labor has been enhanced by advances in both implements and important raw materials, the question arises as to what is to become, within the next score of years, of the man with the fixed salary and the estate with the fixed income."



I Don't Worry About RUN Arounds. I Have



Everything



Delivered